

N. LAZARUS  
OPTICIAN  
12, Queen's Road.

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## RECONDITIONED CARS

Dealers all over the country have been talking about the "Used Car" problem. They seem to regard it as a nightmare. There was a time when we felt about the same way. But we have learned that the biggest part of the problem consists of getting people to realize that all Used Cars and all Used Car dealers aren't alike. It isn't much of a problem with us any more. THE DRAGON MOTOR CAR CO., LTD. Telephone.....Central 3350.

## FREEMEN OF LONDON.

### ...S ON IMPERIAL UNITY.

(Reuter's Service)

London, October 12.

Mr. Baldwin, Mr. Mackenzie King, and Mr. Bruce were given the freedom of the City at the Guildhall, which was thronged by a distinguished gathering, including the Duke and Duchess of York, the Duke of Devonshire, Cabinet Ministers, and Imperial Conference delegates. Responding, Mr. Baldwin said he, Mr. King and Mr. Bruce were inexperienced, but inexperience gave men faith to take the risks which must be taken these days. Referring to unemployment, he said the old markets would take years to recover. The Old World must call in the New World to develop a fairer inheritance than either had yet enjoyed. He was convinced that a solution would be found for the grave problems, and if a Conference would accomplish something to the permanent good of their own people and of mankind.

Mr. Mackenzie King emphasised that the freedom of London was linked by unbroken tradition with the freedom of the community of British nations. Mr. Bruce had a remarkable ovation. He emphasised that most of the benefits enjoyed by the Dominions came through the struggle for freedom fought in London during past centuries. London was responsible for bringing the Dominions into existence, and could not shirk its responsibilities (laughter and cheers). The Empire was what it was by the commercial genius of the British people, especially of London, and it was for London to maintain it and prove itself worthy descendants of those who through suffering and endurance had brought the Empire into being. He appealed to London to help find a way out of Britain's commercial and industrial troubles.

Following the Guildhall ceremony, the Freemen were entertained to lunch at the Mansion House. Responding to their health, Mr. Baldwin, referring again to unemployment, urged the necessity for pushing on with the development of the Empire with the utmost celerity and ardour, confident that in that direction alone lay hope for the future for Britain and the crowded masses of its population. Mr. Bruce, also responding, suggested that the Economic Conference was more important than the Imperial Conference, for unless a continuance of Britain's commercial predominance be assured, Britain will be unable to maintain the world's peace as in the past; but he emphasised there was no need for depression. The Empire had solved similar difficulties in the past and would solve them to-day. The solution did not lie in an application of remedies but in the will and courage of the people. The Empire could provide a market for British manufacturers such as the latter had never known, and place Britain in an unrivalled commercial position. The Empire to-day was in as great a danger as in wartime. He appealed to the men in the great position of London to live up to the ideal of the boys who fought in the war, to sacrifice every interest, and to render some return to the men who did so much to save the Empire and civilization.

## WE MUST HAVE THE LEAGUE.

### LORD ROBERT CECIL'S OPINIONS.

London, October 12.

The Dominion Premiers' general support to the League of Nations is shown in passages from the speeches at the Imperial Conference issued this evening. The speeches are mainly expressions of sympathy with the League's objects and appreciation of Lord Robert Cecil's endeavours.

Lord Robert Cecil reviewed the work of the League, and claimed that it had achieved an immense amount of very valuable international co-operation with very great success, and at wonderfully little expense. Dealing with the Italo-Greek dispute, he claimed that the League had carried out its duty of promoting a settlement, and its suggestions for a settlement had been very valuable and quite sound, but as Italy and Greece agreed to settle the dispute otherwise than by a report to the Council it was the duty of the Council to do everything it could to facilitate a settlement by these means. He did not think Italy's repudiation of the League's competence had done the League's authority as much harm as some believed. There had been a very remarkable rally by the smaller Powers in support of the League, and this was a very valuable counter-weight to this repudiation. The British Empire's foreign policy was to keep peace, and the League was an instrument for that purpose incomparably more effective than anything before. We ought to do our utmost to strengthen the League and make it more and more the cornerstones of our policy.

Mr. Bruce said that although Australia is enthusiastically behind the idea of the League, it does not think the League at this stage of its infancy can ensure the peace of the world, but believes if the League be given an opportunity to grow there is the germ of one thing which might ensure the great universal object, namely world peace.

### The Empire's Great Prestige.

General Smuts said he was informed the moral stock of the British Empire was very high at Geneva, where the most remarkable thing was the confidence, faith and reliance of the representatives of all the small peoples of the world manifested in the British Empire's stand for justice and fair play and international honesty. He strongly urged the Empire Governments to keep their hands clean, and support the League as well as support the smaller Powers whose interests clashed with larger Powers. The League ideal seemed the only hope of the world. The unsettlement and break-up of Europe continued, therefore if there was any practical force likely to keep the nations together and offer protection against the era of complete reaction and brigandage which seemed now to be setting in, let them exploit it fully.

## GERMAN ATTEMPTS AT REFORM.

Berlin, October 12.

A letter signed by Herr Ebert, Stresemann and Luther, pointed out that all taxes must in future be paid according to a gold standard, and that the Government were determined to maintain the value of the mark. The letter also stated that the Government were determined to maintain the value of the mark.

## THE RUHR SITUATION.

### FOOD RIOTS AT SOLINGEN.

(Reuter's Service)

Dusseldorf, October 12.

The economic situation in the Ruhr is serious. A cessation of work in numerous industries is expected. A French report says that ten thousand unemployed men in Solingen looted the shops. The police fired, and two rioters were killed and seventeen wounded. Five thousand unemployed men besieged the town hall at Dusseldorf. The French commander in response to repeated requests by the burgomaster sent troops to occupy the town hall and protect the municipality. The crowd welcomed the French troops with enthusiasm, crying "Get us food."

Dusseldorf, October 12.

Hitherto eleven persons are reported killed and 35 injured in the unemployment disturbances at Solingen, which continue. Two thousand unemployed besieged the town hall at Hoechst. The German police used their arms and one person was killed and ten injured. Incidents are also reported at Cologne, Hamborn and the Essen district.

## BANDIT RAID ON A TRAIN.

### PASSENGERS LOSE THOUSANDS OF DOLLARS.

Moscow, October 12.

Bandits stopped and robbed the Warsaw-Moscow express, a hundred miles inside the Russian frontier. British, Italian and Polish diplomatic agents were robbed, but the diplomatic bags are safe. The bandits had loosened the rails. Eight of them, armed with rifles and revolvers, boarded the train. The passengers, who were asleep, were awakened by warning shots and compelled to line up. They were robbed of thousands of dollars.

## ANOTHER BIG PRESS COMBINE.

### PURCHASES BY "DAILY MAIL" TRUST.

London, October 12.

It is announced that the Daily Mail Trust has acquired for six million sterling some forty newspapers and periodicals owned by the Hulton Company, including the Evening Standard, Daily Sketch and Sunday Herald published in London, and several Manchester dailies and weeklies. All will be managed by the Trust except the Evening Standard, which will be controlled by Lord Beaverbrook.

## NEW ZEALAND'S AID TO JAPAN.

Wellington, October 12.

The New Zealand Government has contributed \$25,000 to relieve sufferers from the earthquake in Japan.

## POPULAR U.S. LABOUR LEADER.

Portland, October 12.

The American Federation of Labour has unanimously re-elected Mr. Gompers as its president.

## EARLIER TELEGRAMS.

### THE COTTON INDUSTRY.

London, Oct. 12.

At a meeting of the administrative council of the Empire Cotton Growing Corporation of London on the 10th, it was announced that five hundred and eight firms of spinners elected to pay through brokers a levy of sixpence per five hundred lbs. on cotton purchased under the cotton industry act. One hundred and ninety-seven firms did not reply and only eight preferred to pay the charge direct to the corporation.

## PAPYRUS LAMED BY HARD TRACK.

New York, Oct. 12.

Papyrus developed a slight lameness in his right fore ankle after a gallop yesterday morning. Trainer Jarvis, while plainly worried, declared he was hopeful the injury would be overcome long before the race. The hard dirt track of Belmont Park is blamed for the trouble.

## MURDERED PREMIER.

Madrid, Oct. 12.

Mateo and Nicolas have been sentenced to death for complicity in the murder of Premier Dato in March, 1921. Seven others were acquitted.

## STRAKER AGROUND.

London, Oct. 12.

The Steamer Maitland from Singapore has gone aground in Torres Straits. Attempts are being made to refloat her.

## THE CHINESE FOOTBALL LEAGUE.

## HONGKONG'S LACK OF OPEN SPACES.

### A LOCAL ILL AND ITS REMEDY.

["TELEGRAPH" SPECIAL.]

To the traveller conversant with the East, Hongkong must appear to him first as a thriving port—a city of fine buildings, expressive of the sound and substantial business carried on. He will be struck by the apartment houses on all sides, and particularly so when he looks at the teeming thousands of Asiatics. He will indeed appeal to him as a centre pulsating with healthy activity.

This is a view that it is good for the traveller to carry away with him, but should he be constrained to remain here many moons he will become aware that all is not well with the child. The Chinese quarter of the city after the shops have closed, he is amazed, and again amazed at the enormous number of apparently destitute persons whose only couch, seemingly, is the public footpath. These unfortunate, sheltered by the verandahs from the rain, spread for themselves a piece of matting, six feet by three, provide a block of wood for a pillow, and if the temperature is low, cover themselves with a quilt composed maybe of sacking, rags or ratian.

### OUR DISGRACEFUL TENEMENTS.

The stranger's opinion of Hongkong is now somewhat shaken, and he begins to ask himself a question of "what it means." Of a surety he is met with the statement: "Oh, yes! They like sleeping in the open." A perfectly true answer. They do like sleeping in the open, because even a Chinese coolie finds it often impossible to pass the night in some of the old so-called "domestic" tenement houses which abound in the city—dark, loathsome holes within which there is little daylight or ventilation, and sometimes not at all. No wonder then that pulmonary diseases are rife, and are responsible for a greater wastage of life than all other causes put together. Sunlight and air, the common inheritance of all, has in the past been filched by grasping and unintelligent building speculators who constructed a type of house often entirely devoid of any air space, and where such was provided it was of such small dimensions that it could only be regarded as a somewhat enlarged shute down which refuse could be projected by the occupants of the floors above.

No wonder then that the public footpath is preferable to a night spent in the stagnant, fetid atmosphere of such a dwelling. Sunlight and air! Surely it is time that his birthright was handed back to the wretched coolie!

It is no wonder then that the sojourner here is staggered and angered, when he walks within our gates and has revealed to him this cancer which is hidden to all except the seekers after truth.

### "LUNGS" FOR THE COMMUNITY.

There is another aspect of affairs which does not reveal itself to one who makes only a brief stay at this Island of Sweet Waters, but which presses with ever-increasing intensity upon the residents here, and that is the paucity of open spaces and the congestion of our playing fields. Considered in relation with this must also be taken the needs of our greatly increasing white population.

Let us consider: (1) the Colony as it was, meagrely populated, and (2) the Colony as it is to-day, with an overwhelming increase in the Chinese population and the consequent pressure upon the open spaces.

houses—the maximum accommodation, the minimum of open space; the speculative builder's El Dorado.

It is this excessive surface crowding which must sooner or later provide the Government with a problem of great difficulty, and to solve which an expenditure of some millions of dollars may have to be faced.

The continued expansion of the Colony emphasises the paucity of open spaces and the congestion of playing fields. Perhaps the greatest factor of all in this respect is the increasing love and natural aptitude of Young China for all sports; also the imperative need of providing athletic centres for the Chinese, and the preservation of the existing areas intact for the use of non-Asiatics is of paramount importance. The necessity for giving full consideration to these points in any scheme of Town Planning cannot be over-emphasised.

### THE WATERFRONT.

It will always be a matter of regret that the whole of the waterfront of Victoria, with the exception of Statue Square, has been sacrificed to commercialism. Mammon is paramount. The selling of the sea-bed at North Point for the purpose of reclamation, and the erection thereon eventually of hideous structures, may perhaps be a good thing for the exchequer of the Government, but is greatly to be deplored on aesthetic and moral grounds. The one area within easy reach of the city's workers that could have been easily and economically developed into a pleasure—presenting excellent bathing facilities, opportunities for band and vocal concerts, a marine drive, the evening Mecca of the superheated city dweller—the one bright spot of an otherwise uninteresting waterfront, was sacrificed at public auction, and the residents of Hongkong betrayed for pieces of silver.

It may be that the Government finds in the purchase price the salve for its conscience. The sacrifice has been made, the purchase price accepted, but the voice of posterity will declaim the betrayers. (The area of which I write is that lying to the east of the Hongkong Electric Light Station.)

The open spaces and playing fields which are now left to us must be preserved intact, and as opportunity arises fresh areas must be added.

### A SUGGESTION.

In this respect it is not too early to consider the possibilities of developing the typhoon refuge at Causeway Bay, should this ever come to be filled in. Here would be an opportunity to provide playing fields, swimming pools, etc., and an enchanting promenade could be provided along the water front, with deep water at the entrances convenient for the establishment of ferry services.

The whole subject is one which is essentially a problem for the Public Works Department. That this department is alive to the necessities of the occasion, and the difficulties of providing for them, I am aware, but have not we in Hongkong been informed on every hand of schemes being held in abeyance due to the shortage in the technical staff of the P.W.D.? Herein lies danger.

On making enquiries I have noticed the reluctant information that the P.W.D. is not at all keen to take on the work of the P.W.D. It is a pity that the P.W.D. is not at all keen to take on the work of the P.W.D.

## LOCAL BOXING.

### ANOTHER CHALLENGER FOR BUX.

Sergeant Tribe, of the Royal Garrison Artillery, writes as follows:—

With reference to the accepted challenge to Iron Bux by A. B. Davies, of H. M. S. Diamond, I am also prepared to accept Bux's challenge to fight under the same conditions that Davies has offered, namely, best purse offered. I am in first-class condition and ready to fight at any time. Since my stay in Hongkong, I have won all my fights up to ten rounds under the Hongkong Boxing Association, and am looking forward to a championship bout during the coming season in the welter-weight class.

## HONGKONG'S TAXIS.

### FIFTY MORE COMING.

Seen by a Telegraph representative, Mr. A. H. Rowe, the manager of the Hongkong and Kowloon Taxicab Company, stated that he was more than satisfied at the manner in which the public had so far patronised the taxi service. The response altogether exceeded his expectations. He has calculated that the taxis would do about thirty miles a day each, but in point of fact they average fully a hundred miles a day. Moreover, he had estimated that there would be about fifty per cent. empty running, whereas the figure was only about one-third.

Mr. Rowe stated that before the end of the year there would arrive in the Colony fifty more taxis, all of which would be put into service on the Hongkong side. The present taxis, which have a speed of forty miles an hour, were really intended for Kowloon, and when the new ones arrive, will be transferred across the harbour.

The new taxis would have a maximum speed of thirty miles an hour, which would give them greater hill-climbing power, these having been specially geared to take the Hongkong hills.

"I consider that within four months I shall have the finest drivers in the Colony," said Mr. Rowe, "because these taxi drivers are doing about a hundred miles a day, against an average of about thirty miles for ordinary cars on hire. They are at it all day, and will therefore soon gain an experience which will make them really first-class drivers." Mr. Rowe added that many more drivers are at present being trained in order to be ready for the arrival of the new taxis.

## TO-DAY.

Closing Exchange 2s. 3/100.  
High Tide 11:13 p.m. Low Water 5:11 p.m.  
Lighting Up-Time 6:01 p.m.

## News in To-Day's New Advertisements.

The next Gynkhana will be held on the 10th and 12th. prox. Page 4.  
To let! Godown at Kennedy Town. Page 4.  
Motorists will find special interest in the advertisements appearing in the "Motor Supplement" with this issue.  
Lane, Crawford's Men's Wear Dept. advertise reasonable clothing. Page 6.

## LISTEN.

The owner you begin judging advertising the money business will respond.

To let! High-class residences in Kowloon. Page 4.  
For the week-end attractions at the cinema. Page 4.  
The latest in the world of fashion. Page 4.



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## THE EASMA.

### COMMITTEE'S ANNUAL REPORT.

The report of the Committee of the Ex-Active Service Men's Association to be presented at the second annual general meeting to be held on Tuesday, the 23rd October, has been circulated to members. It says:

Our gross turnover including subscriptions and fees was approximately \$41,000. In addition we received a donation of \$10,000 from Sir Paul Chater, of which \$9,000 was invested in a mortgage at 7% interest. Our trading profit from all sources including bar refreshments and billiards was approximately \$12,000. On the bathing beach and other amusements we spent \$2,500 of which \$1,000 was appropriated from Sir Paul Chater's donation.

Our bad and irrecoverable debts amount to \$370, which is less than 1%, and I think you will agree that this is a satisfactory figure.

The growth of the Association during the past year has been remarkable. In October, 1922, the membership was 328. During the year 243 new members joined making a total membership of 572. From this number must be deducted 14 resignations and 3 deaths, which leave the present membership strength at 555.

During the past year the following members of the General Committee resigned: Messrs. H. A. Rodgers, H. Griffin (on leave), A. M. Bowes-Smith (Treasurer), R. Stock, F. P. Franklin and H. Baie, while the appointments to the Committee were Messrs. R. Bawson, H. Baie, J. Murray and M. Hourihan. Mr. A. S. Hersee was appointed Hon. Treasurer, vice Mr. A. M. Bowes-Smith.

We regret to note that up to the present time the Association has received only one payment of its share of the interest of the Chater Endowment Fund, viz., \$800 in January, for the period 15th May, 1922 to 15th November, 1922. No further payments have yet been received, although the Association has requested the Trustees of the Fund to pay the interest to date.

The Annual Dinner was held on Armistice Day, 11th November, 1922, at the Hongkong Hotel. Over 100 persons were present, including a number of guests. At the dinner, poppies were auctioned and a sum of \$318.90 was realized in aid of St. Dunstan's Home for Blind Soldiers and Sailors. The same evening the then President, Lieut. W. St. A. Malletson, V.O., was presented by the members of the Association with a gold watch on the occasion of his early departure from the Colony.

On 24th January, a reception was given to Sir Paul Chater at the Club, in celebration of the conferring on him of the degree of LL.D. at Hongkong University.

The Easma Sweepstake was very successful, the winner receiving about \$1,500. The scrutineers were Messrs. Percy Smith, N. Teesdale Mackintosh and E. H. Wilson.

Two very successful Cabaret Dance Concerts were held in the City Hall, on 7th March and 28th April. A special entertainment was also held in the Club Rooms on 15th April, when Miss Haber, a professional entertainer, gave an enjoyable performance.

The President, Mr. N. Teesdale Mackintosh, left on holiday on 2nd

May, and was given a send off by the General Committee.

At the unveiling of the Cenotaph, on 24th May, a party of members volunteered to attend at the invitation of the military authorities, and duly paraded at the ceremony. Arrangements have been made for a regular supply of flowers to be placed on the Cenotaph.

Through the generosity of Sir John Fowler, arrangements were made for a lease to the Association of the Easma Bathing Beach at Stonecutters. The beach was opened on 15th May. During the season 67 trips were made, with a total of 2,983 passengers. These figures do not include members and visitors who used private launches. A very popular feature during the summer was the dance bathing carnivals of which two were held. Full advantage was taken of the opportunity by large numbers of people. Unfortunately, owing to the exceptionally bad weather other similar events had to be postponed. During the typhoon, we had the misfortune of having a large part of the dressing room smashed destroyed. Opportunity was given to the members of the British Legion to avail themselves of the use of the beach. Permission was given to the Lion Patrol of the Boy Scouts to use the Beach on Saturday, 14th July, and on September 5th the beach was lent to the Ministering Children's League for holding a Children's Aquatic Sports.

Your Committee regret to report the death of three members during the year, Mr. W. Neale, Mr. C. B. Craigie and Mr. H. J. Hooper.

A number of bowls and billiard matches were played various clubs, of which most of the billiard matches were successfully contested.

Sir Paul Chater again demonstrated his keen interest in the progress of the Association by a generous gift of \$10,000. The money was presented with no restrictions, Sir Paul leaving its disposal to the discretion of the General Committee. Mr. W. L. Shenton also subscribed his annual donation of \$50.

An Easma Cup was presented by the Association to the Victoria Recreation Club for competition at their last athletic meeting.

The matter of new Club premises has been seriously considered by your Committee, but owing to the high rents prevailing, as well as the opinion that the present abnormal rents will decrease in the near future, and also owing to the fact that satisfactory arrangements have been made with regard to the present premises, no immediate change has been contemplated.

During the year it was considered advisable to institute a service of meals at the Club Room, that is, tiffin, teas and meals at odd hours. This enterprise was well received and has been availed of by over a thousand during the year. Considerable work has been carried out to assist ex-active service men in distress. Positions have been found for quite a number of men and many distressed ex-active service men leaving the Colony have been furnished with clothing. In addition, a number of men have been maintained for different periods at various institutions in the Colony.

A fund was opened in aid of the London Hospital, by which a sum of \$211.90 was realized.

MONDAY, October 29th.

Jascha Heifetz  
Booking at Moutries.

## DEWAR'S WHISKY.

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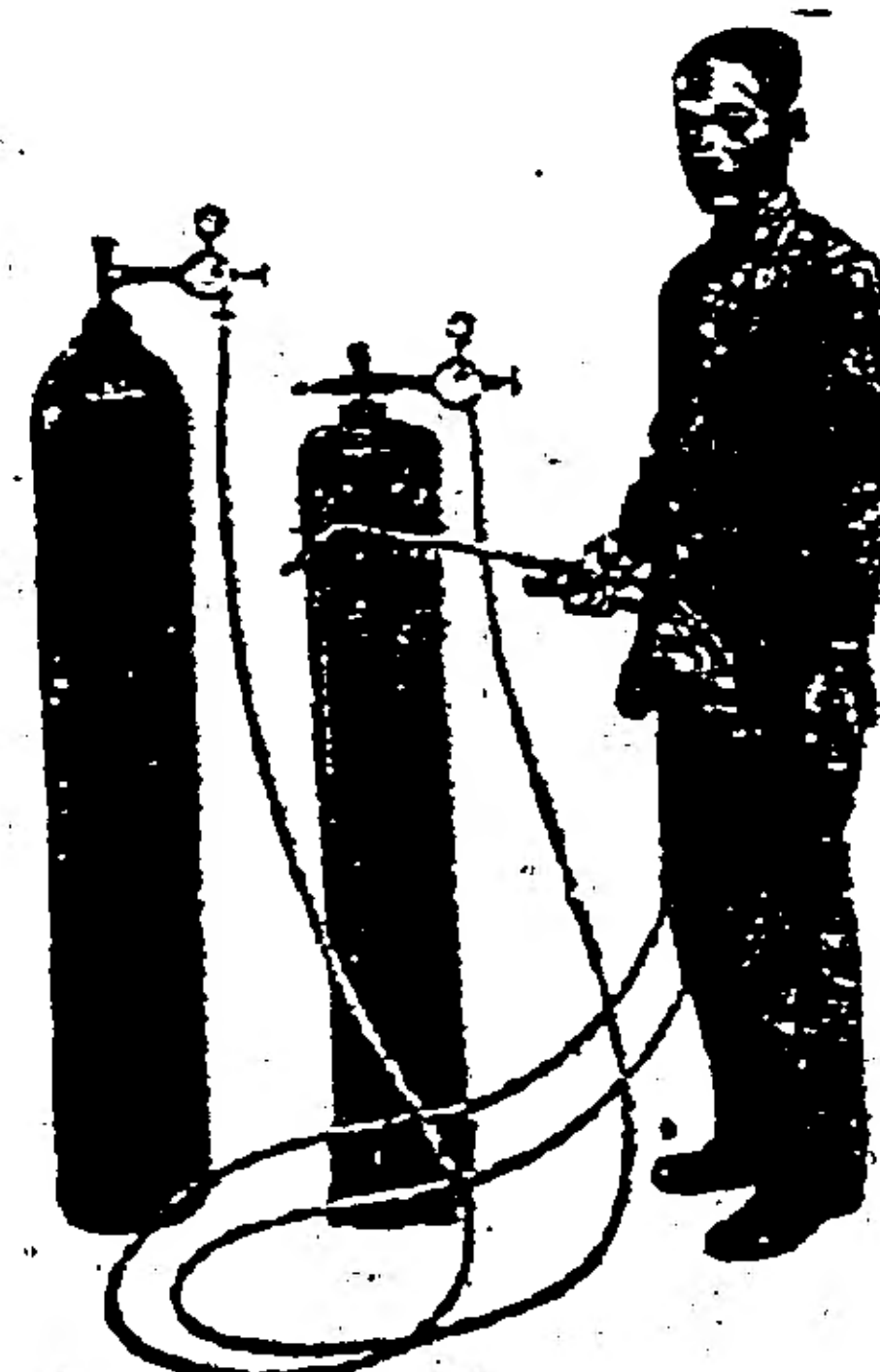
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## CHINA'S CONSTITUTION.

### PROMULGATED IN PEKING.

Peking, Oct. 12.—The constitution that is to be promulgated this morning has taken several years to complete. It contains nothing startling, but is much in accordance with the constitutions of other countries. It consists of thirteen sections or chapters subdivided into one hundred and forty-one articles. The first section states that the form of Government is to be a unified Republic. The second section that sovereignty will be vested in the people. The third that the territory of China consists of all Chinese possessions. The fourth in articles 4 to 21 defines citizen's rights, duties and privileges. The fifth, in articles 22 to 38 defines national powers over legislation, lands, mines, education, taxes, etc. The sixth, in articles 39 to 70 states the parliament's composition, powers, mode of election, etc. The seventh, in articles 71 to 91 the President's

powers and duties. The eighth, in articles 92 to 96 defines the Cabinet. The ninth, in articles 97 to 102 the judiciary. The tenth in articles 103 to 108 concerns the law. The eleventh, in articles 109 to 123 the budget. The twelfth, in articles 124 to 135 local government. The thirteenth, in articles 136 to 141 constitutional amendments.

The streets were illuminated last night and beflagged. They were heavily guarded this morning, extra troops having been brought in from Pootungfu yesterday. President Tsao Kun arrived at seven this morning and went immediately to the presidential palace, where he was inaugurated. At nine o'clock Tsao Kun went to the Parliament, and at ten o'clock participated in the promulgation of the constitution, afterwards taking the presidential oath.—Reuter.

Presidential Address.  
Peking, Oct. 12.—President Tsao Kun in his inaugural address on the 10th remarked that previous presidents had been han-

dicapped by the absence of a National Constitution, but in that respect he was more fortunate than predecessors. He declared that urgent attention would be paid to education. He said also that military and other expenses should be reduced and that he hoped to unify the country by bringing together men of various talents. The country must fulfil its treaty obligations and readjust its foreign debts thereby promoting friendly relations with foreign powers he added. After the President had taken the oath he retired to a restroom. Parliament subsequently carried out the ceremony terminating its session.

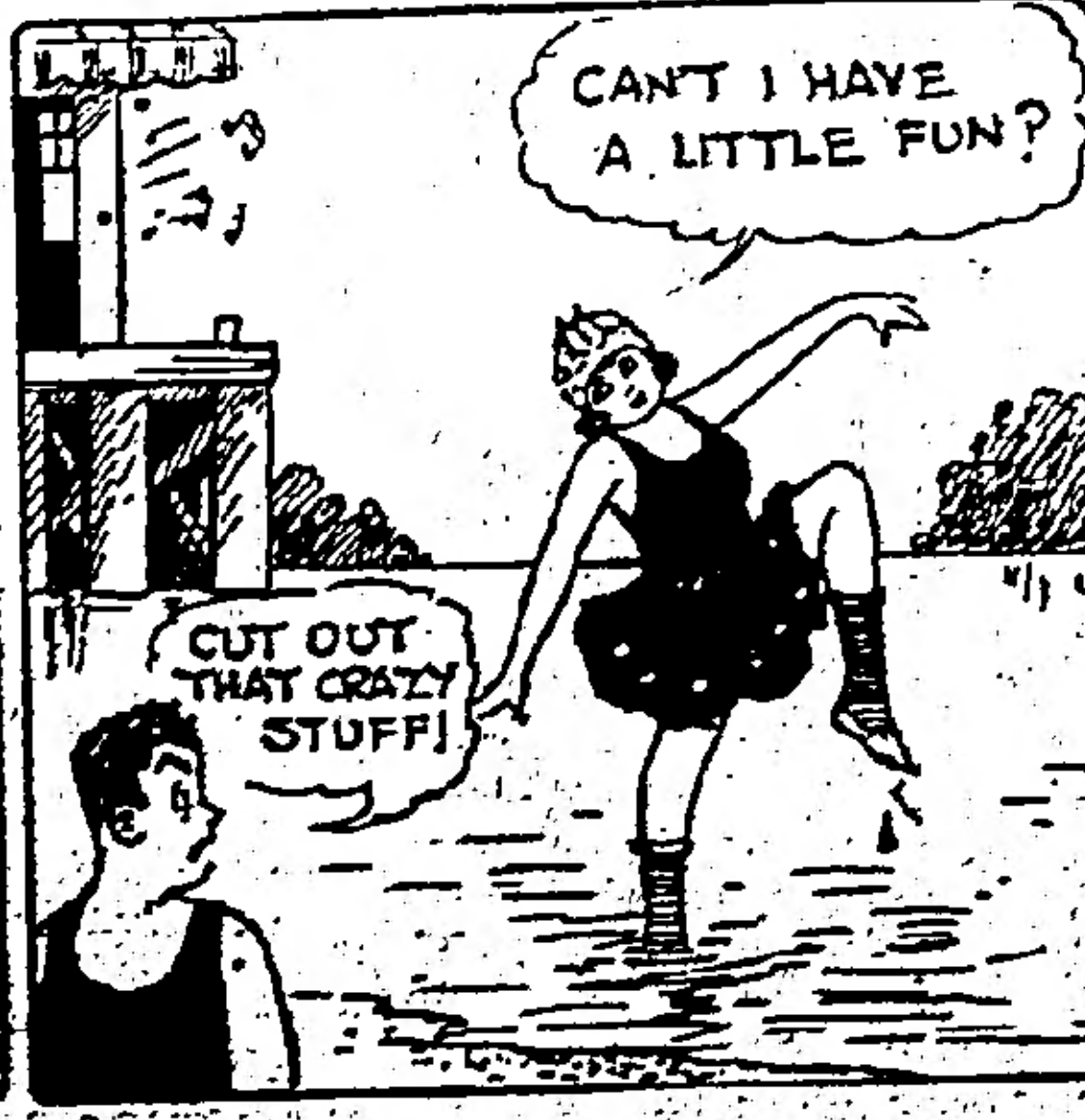
This afternoon the President received the congratulations of the Manchou House, Princes and nobles. A three days holiday has been proclaimed.—Reuter.

Constitution Completed.  
Peking, Oct. 9.—The national constitution passed its third reading yesterday and will be proclaimed on Wednesday.—Reuter.

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(Milk of Magnesia Base)  
For the care and preservation of the teeth and gums  
to be obtained at—

**THE COLONIAL DISPENSARY**  
Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

## We have just received a shipment of **Contrexeville (France) Natural Mineral Water, Great Source.**

It is the purest of Contrexeville Waters and is  
the one which answers best to the prescriptions  
of hygiene. It is indicated for the treatment  
of ARTHRITIS, GRAVEL, DIABETES and DISEASES  
of the LIVER. (Taken plain on an empty  
stomach or with meals it produces marvellous  
results.)

**Natural Waters of Evian**  
Les-Bains, (France)

The most agreeable luxury Table Water.

**Eaux Naturelles (Evian)**

Obtainable only at

## **THE FRENCH STORE**

9, Beaconsfield Arcade. Telephone 794.

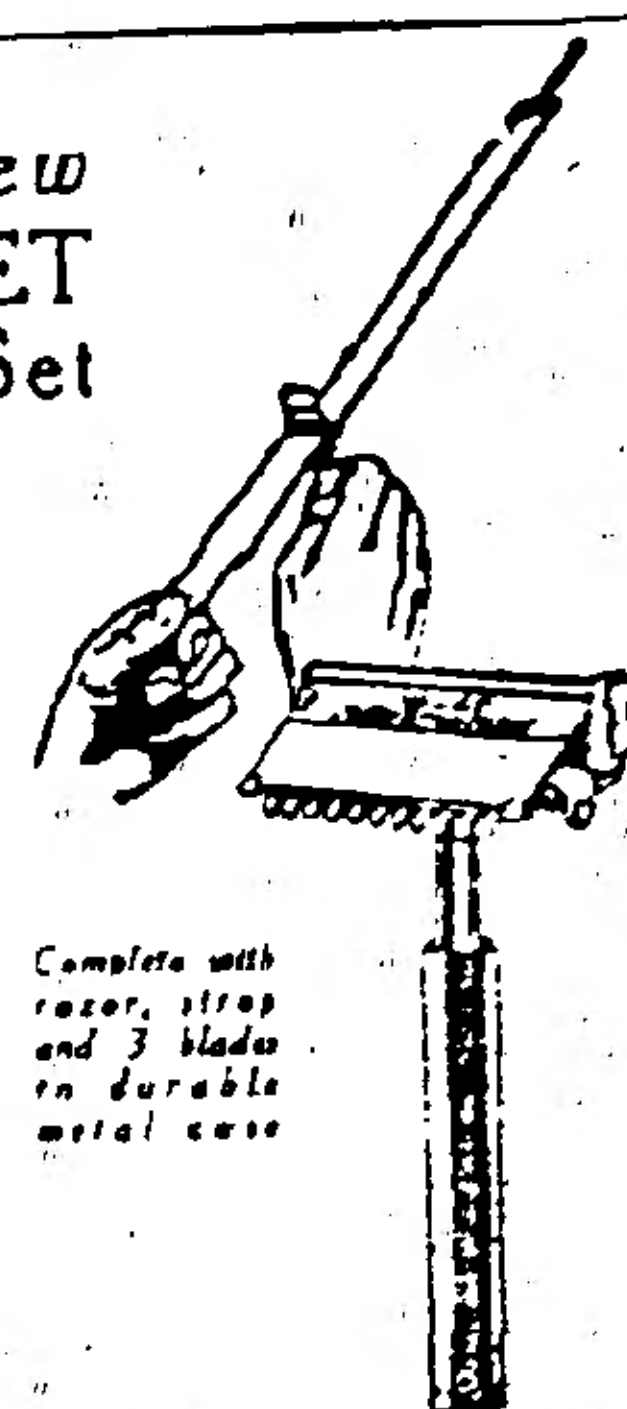
Large consignments of VICHY "CELESTINS-  
HOPITA & GRANDE GRILLE DIGESTION NUTRI-  
TION VITTELL GRANDE SOURCE MINERAL  
WATER.

Tel. 654 **HOP CHEONG** 55, Queen's  
Cll. 654 Road, Central.  
**COMPLETE HOUSE FURNISHERS**

DEALERS IN  
**SWATOW DRAWN AND LACE WORK**  
EMBROIDERIES, OLD MANDARIN COATS,  
SILK, ETC., ETC.  
LARGE CONSIGNMENT JUST UNPACKED.  
INSPECTION CORDIALLY INVITED

## Announcing the new **MODEL "C" VALET AutoStop Razor Set**

All the practical features  
of the well known Model  
"B" Valet AutoStop  
Razor are embodied in the  
new model, called Model  
"C," but with a cheaper  
construction and less ex-  
pensive finish. This new  
model brings the comfort  
of a "Valet" shave within  
the reach of all. Manufac-  
tured in England and to be  
obtained of all high class  
dealers



**"VALET" \$2.95**  
AutoStop  
Safety Razor

WHOLESALE DISTRIBUTORS  
**W. R. LOXLEY & CO. HONG KONG.**

## **HONGKONG HARDWARE CO.**

"TAI LEE CHAN."

ESTD. 1884

**METAL GOODS and HARDWARE**

Tel. No. 6199. 119 Jervois Street.



## **GECOPHONE**

**BROADCASTING  
DAILY AT  
6 P.M.**

**GECOPHONE  
RECEIVING  
SETS ARE  
SOLD AND  
INSTALLED  
BY THE  
HONGKONG  
HOTEL  
ELECTRICAL  
DEPARTMENT.**

**BUT  
BE  
SURE  
IT  
IS  
A**

## **CHINA'S NATIONAL DAY.**

### **CELEBRATION AT CANTON.**

Canton was a scene of gaiety and  
prosperity on Wednesday, the 12th  
anniversary of the Republic. The  
streets were filled with large crowds  
and most buildings were decorated  
with flags and bunting. Arches  
ornamented the main thoroughfares.  
In the afternoon, a parade  
of public organizations was partici-  
pated in by several thousand stu-  
dents, labourers, and merchants.  
In order to arouse the public against  
Tsao Kun, who usurped the presi-  
dency on the National Day, the  
parade carried numerous signs  
with the words "Down with Tsao  
Kun."

A celebration was held at the First  
Public Park under the auspices of  
the Kuotang party. More than two  
thousand participated. Governor  
Liao Chung-kai delivered a speech,  
in which he explained the policy of  
Dr. Sun Yat-sen. Governor Liao  
said that the anniversary com-  
memorated the supreme sacrifice  
made by many brave countrymen  
who gave up life for the Republic  
and also the day when Dr. Sun's  
idea of establishing a republic was  
realized. Speeches by Mr. Lin Sun,  
Secretary of Interior, Mr. Lin Chick-  
min of the General Headquarters,  
and others followed.

A review of the merchant corps  
was held in the afternoon. All  
the ten corps were present and won  
public admiration for their smart-  
ness. In the evening a lantern pro-  
cession paraded the different mazes  
and main streets, while at the Public  
Park, theatrical performances,  
modern plays, and moving pictures  
were given.  
Foreign Community Entertainment  
A large and representative gather-  
ing of the foreign community met  
on October 10 at the Department of  
Foreign Affairs. Sir James Jamieson,  
son of the British Consulate, the  
American, French, Japanese, Ger-  
man and Portuguese consuls and  
all the other members of the Con-  
sular Body in Canton, the foreign  
bank managers, Bishop Fouquet of  
the French Mission, the missionary  
bodies, the commercial, elements,  
and Chinese officialdom and their  
ladies all came to join in the happy  
celebration. All in all, it was a  
most pleasant gathering both from  
the political and social stand-points.  
The band of the First Regiment  
was in attendance and the whole  
building was gaily and artistically  
decorated with evergreens and  
flowers.

Promptly at noon, Mr. Wu, Sec-  
retary for Foreign Affairs, rose to  
make a few remarks. He declared  
they were gathered to celebrate the  
National Day of the Republic. Both  
Governor Liao and he wished to  
thank them for their presence. It  
was possible also that elsewhere in  
China a handful of men were cele-  
brating on the same day the weak-  
ness of human nature, the triumph  
of evil over good, the fact that men  
would sell their honour, forget their  
duty, and barter away their souls  
for 20 pieces of silver. He need not  
remind them that they were cele-  
brating this day as the date of the

theory of Chinese nationalism and  
of the institution of the forms of  
Republican government, honoring  
the memory of those men and women  
who gave their all for a cause, and  
an ideal. It was true that so far  
they had got only the form of a  
Republican government. It remained  
to dedicate themselves to the  
task of making Republican govern-  
ment not only a form but a reality  
as well. In this task Mr. Wu said  
that he felt sure they had the sym-  
pathy, support, and assistance of  
the Foreign Powers and their  
nationalities. He asked them to raise  
their glasses to the prosperity of  
the Chinese Republic.

After the toast, the band struck  
up the National Anthem.  
Sir James Jamieson replied on  
behalf of the foreign community.  
His remarks, however, were not  
very audible, due probably to the  
fact that he was not feeling well.  
He thanked their Excellencies for  
their invitation. Although the  
political situation in China at pre-  
sent was not what could be desired,  
there was no reason for pessimism,  
and he felt sure that he was voicing  
the feelings of the Foreign Powers  
when he said that unity for the  
country was the first desideratum.  
He asked the foreign members  
present to drink to the health of  
the Republic of China.  
Altogether the occasion was a  
memorable one, and all present  
went home delighted.

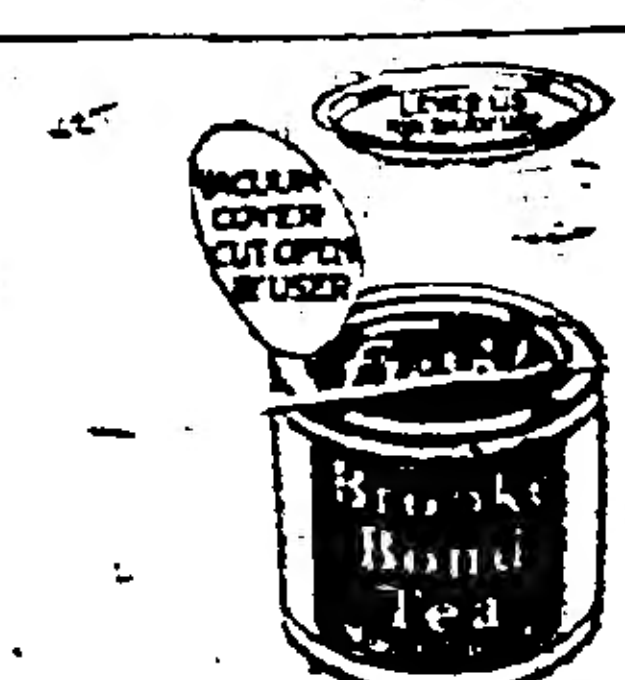
## **HOW TO CHANGE GEAR QUIETLY.**

### **The Art of "Double- Declutching."**

"Is 'double-clutching' neces-  
sary, and, if so, how do I do it?"  
This is a type of query to which  
I am becoming accustomed, says  
Capt. E. de Noirmouille, in the  
*Daily Chronicle*. Scarcely a day  
goes by but what I have to set  
some perturbed reader's doubts  
at rest.

"Double-clutching," or better  
double-declutching, is necessary  
only on some cars, but it is de-  
sirable on most. It is the scien-  
tific way of gear-changing, and  
makes a perfect change, if per-  
fectly performed.  
So much skill and sound judg-  
ment of engine and gear-shaft  
speeds enters into the perfect  
performance of double-declutch-  
ing, however, that I should not  
advise any motorist to try it on a  
bad hill until by practice on the  
level or on gentle gradients he,  
or she, has perfected himself in  
the art.

Many readers appear to have  
been frightened by the cumber-  
some-someness of the term without  
properly understanding what it  
means. Some even frankly ask,  
"What is double-declutching?"  
WHAT DOUBLE-DECLUTCHING IS.  
I will describe the operation.  
Imagine that you are climbing a  
hill that is just a shade too steep  
for your top gear and you want  
to change speed.  
Your engine has slowed down  
owing to the gradient, and you  
are about to put into action a  
gear ratio that will have the  
effect of making the engine run  
faster for a given road speed.  
You are going, in fact, to en-  
gage two pinions in the gear-box  
that are at present running at



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vacuum-packed to protect  
it from the tea-destructive  
weather extremes of the  
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You don't have to pay extra for the  
vacuum pack. Brooke Bond costs no  
more than ordinary tea, but tastes  
a very great deal better.

Red Label—Best quality.  
Brooke Bond India Ltd.  
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different speeds. This pinion on  
the shaft driven by the engine is  
turning more slowly than that on  
the shaft attached to the back-  
axle driving gear. This slower  
pinion, therefore, must be speed-  
ed up to the same rate as the  
other one before an effort is made  
to engage them.  
If the speeds are correctly  
judged, your gear will slip in  
with an almost inaudible click.  
Very often this end is gained by  
keeping the foot on the accel-  
erator pedal while the clutch is  
merely allowed to slip and the  
gear-lever pushed quickly  
through the gate.

If, however, you find any  
difficulty in making a quiet  
change in this way, try the effect  
when the gears are in neutral of  
letting the clutch in and out  
again quickly. If you have  
gauged the necessary degree of  
accelerator-depression accurately  
(and you probably will not the  
first time) the gears will go home  
quietly, and you will have per-  
formed the intricate operation of  
double-declutching.

AND HOW TO DO IT.  
It will be gathered that, nor-  
mally, double-declutching should  
be practised only in changing to  
a lower speed. It is sometimes  
useful in changing up also. Sup-  
posing that you, either from  
habit, or because you think the  
car requires it, change up very  
slowly, leaving the gear-lever in  
neutral for quite an appreciable  
time.

You will have released the  
accelerator pedal, of course, and  
if the slow-running device of  
your carburettor is set so that  
the engine runs very slowly  
indeed when idling, it is  
possible that the engine-  
driven shaft may have slowed  
down below the rate necessary to  
secure a quiet change. It may be  
necessary then to give it just a  
flick with the clutch.

It is an art well worth acquir-  
ing, and one that, taken coolly  
and calmly, is fairly easy to  
acquire. As I said before,  
practise on a gentle gradient  
where it does not matter if you do  
fuddle the change—as you surely  
will, the first time or so!

**THE VICTROLA**  
It gives joy to all  
**MOUTRIES—Exclusive  
Distributors.**

## **THE HONGKONG HOTEL COMPANY, LTD.**

NOTICE IS HEREBY GIVEN that an Extraordinary General  
Meeting of the above Company will be held at the Hongkong Hotel,  
Pedder Street, Victoria, in the Colony of Hongkong, on Monday, the  
15th day of October, 1923, at eleven o'clock in the forenoon, for the  
purpose of considering and, if thought fit, passing the following Res-  
olution as an Extraordinary Resolution, namely:—

"That the Conditional Agreement submitted to the  
Meeting for the Amalgamation with this Company of The  
Shanghai Hotels, Limited, upon the terms (inter alia) of  
the acquisition by this Company of the complete under-  
taking, business, goodwill and property of The Shanghai  
Hotels, Limited, in return for the issue to members of  
that Company (other than this Company) of Two shares  
of this Company of the nominal value of Ten Dollars  
(\$10.00) each credited as fully paid up for each and every  
complete share held by such members respectively in that  
Company be and the same is hereby approved and the  
Directors be and they are hereby authorised to carry, the  
said Agreement into effect with such (if any) modifications  
either before or after the execution thereof as they may  
think fit."

N.B.—A copy of the said Conditional Agreement may be inspected  
at any time during business hours at the Registered Office  
of the Company, Powell's Building, Des Voeux Road  
Central, Victoria, Hongkong, and also at the office of  
Messrs. Deacon, Harston & Skenton, No. 1, Des Voeux  
Road Central aforesaid, the Solicitors to the Company.

Dated this 24th day of September, 1923.

BY ORDER OF THE BOARD.

Walter J. HAWKER,  
Secretary.

## **THE SHANGHAI HOTELS, LIMITED.**

NOTICE IS HEREBY GIVEN that an Extraordinary General  
Meeting of the above Company will be held at the Hongkong Hotel,  
Pedder Street, Victoria, in the Colony of Hongkong, on Monday, the  
15th day of October, 1923, at 11.30 o'clock in the forenoon, for the  
purpose of considering and, if thought fit, passing the following Res-  
olutions as Extraordinary Resolutions, namely:—

1. That it is expedient to effect an amalgamation of this  
Company with The Hongkong Hotel Company, Limited,  
whose Registered Office is situated at Victoria in the Colony  
of Hongkong and with a view thereto that this Company  
be wound up voluntarily and that Walter John Hawker,  
of Victoria, in the Colony of Hongkong, be and he is hereby  
appointed Liquidator for the purpose of such winding up  
with full power to delegate all or any of his duties as he  
in his absolute discretion may think fit for the purpose of  
appointing a person or Corporation in Shanghai in the  
Republic of China to act in conjunction with him and under  
his control and as his Agent for the purpose of carrying  
out such liquidation.
2. That the Conditional Agreement submitted to the Meeting  
for the Amalgamation of this Company with The Hongkong  
Hotel Company, Limited, upon the terms (inter alia) of  
the acquisition by The Hongkong Hotel Company, Limited,  
of the complete undertaking, business, goodwill and prop-  
erty of this Company in return for the issue to members  
of this Company (other than The Hongkong Hotel Com-  
pany, Limited) of Two shares of The Hongkong Hotel Com-  
pany, Limited, of the nominal value of Ten Dollars  
(\$10.00) each credited as fully paid up in respect of each  
and every complete share held by such members of this  
Company respectively, be and the same is hereby approved  
and that the Liquidator be and he is hereby authorised,  
pursuant to Section One hundred and eighty-five of the  
Companies Ordinance, One thousand nine hundred and  
eleven, to adopt the said Agreement and carry the same  
into effect with such (if any) modifications either before  
or after the execution thereof as the said Liquidator may  
think expedient.

N.B.—A copy of the said Conditional Agreement may be inspected  
at any time during business hours at the Registered Office  
of the Company, Powell's Building, Des Voeux Road  
Central, Victoria, Hongkong, and at the office of Messrs.  
Deacon, Harston & Skenton, No. 1, Des Voeux Road Central  
aforesaid, the Solicitors to this Company and also at the  
Shanghai office of the Company, No. 14 Kiukiang Road,  
Shanghai.

3. That the aforesaid shares of The Hongkong Hotel Com-  
pany, Limited, shall be allotted to such aforesaid members  
who are on the Register of Shareholders of this Company  
on the date of the confirmation by this Company of the  
Special Resolution confirming the said Conditional Agree-  
ment.

N.B.—The shares of The Hongkong Hotel Company, Limited, to be  
allotted under the said Conditional Agreement to such  
aforesaid members of this Company will participate in all  
dividends declared by The Hongkong Hotel Company,  
Limited, in respect of the financial year ending 31st  
December, 1923, pari passu with the existing issued shares  
("Old") of The Hongkong Hotel Company, Limited.

4. That the Liquidator be and he is hereby authorised to give  
such consent as may be necessary to the name of The  
Hongkong Hotel Company, Limited, being changed to "The  
Hongkong and Shanghai Hotels, Limited."

SHOULD THE ABOVE RESOLUTIONS be passed by the  
requisite majority they will be submitted for confirmation as Special  
Resolutions to a Second Extraordinary General Meeting to be held  
at the Hongkong Hotel, Pedder Street aforesaid, on Wednesday,  
the 31st day of October, 1923, at 11 o'clock in the forenoon, for the  
purpose of considering and, if thought fit, confirming such Resolu-  
tions as Special Resolutions accordingly.

NOTICE IS HEREBY ALSO GIVEN that Registered Share-  
holders of this Company may attend the above mentioned Meetings  
and vote thereat in person or by Proxy provided that all Proxies  
and the Powers of Attorney (if any) under which the same are  
signed are deposited duly stamped at the Head Office of the Company  
(namely, the Registered Office of the Company at Powell's Building,  
Des Voeux Road Central, Hongkong, aforesaid) not less than Twenty-  
four hours before the time fixed for holding the said Meetings.

Any Proxies or Powers of Attorney not deposited in accordance  
with the above provisions will not be available for use at the said  
Meetings.

Dated this 24th day of September, 1923.

BY ORDER OF THE BOARD.

Walter J. Hawker,  
Secretary.



## NEW ADVERTISEMENTS.

## TO BE LET.

TO LET One good-sized go-down in Pakinhook, Honan Canton. Apply to Kwong-Yuew 60, Bonham Strand W. Hongkong.

TO LET—Modern European House, with Garden at No. 5, Peace Avenue Homantin, can be occupied immediately. For particulars, Apply Box 495 "Hongkong Telegraph."

TO LET. BOARD RESIDENCE, No. 1 Victoria Gardens, Hankow Road, Kowloon, next Kowloon Hotel. Home comfort. Well furnished double and single rooms. One minute ferry Terms from \$4.00 per day. Tel. K. 357, Mrs. Stewart Ogilvie, Proprietress.

TO LET—High-class RESIDENCES (East View Building) opposite "Sai Foe Terrace," Nathan Road, Kowloon, three-roomed flats, well ventilated, with bath, water closet, kitchen and servants quarters. For particulars apply to Mr. Lai Chak, No. 14, Queen's Road Central.

## TO BE LET.

TO LET—Godown at Kennedy Town. Apply H. M. H. Namazee, Prince's Bldg.

## FOR SALE.

FOR Rent or For Sale—4 new 3-storey houses in Granville Road, Kowloon. For particulars Apply P.O. Box No. 243.

RADIO—MAGNAVOX Loud Speakers and Amplifiers. Batteries, Insulators, Crystals, Aerial Wires, and all other parts. DE SOUSA & CO., LTD., St. George's Bldg, 2nd Floor. Tel. No. Central 1264.



## T. NAKAO

Japanese Shoe Expert. TORTOISE SHELL BOXES and CASES A SPECIALTY.

Astor House Hotel Building, Queen's Road Central.

## IN HIS BRITANNIC MAJESTY'S SUPREME COURT FOR CHINA AT SHANGHAI

In the Matter of THE CHINA MUTUAL LIFE INSURANCE CO., LTD., and

In the Matter of THE COMPANIES ORDINANCES (HONGKONG), 1911 to 1921. NOTICE IS HEREBY GIVEN that by an Order dated the 14th day of September, 1923, this Court has directed separate meetings of the following classes of persons, namely:

- The Members of the said Company.
- The Creditors of the said Company other than Policy Holders.
- The Holders of current policies with the said Company subject to premiums and carrying the right of participation in future profits, and of the paid up policies with the said Company carrying such right.
- The Holders of current policies with the said Company subject to premiums and carrying no right of participation in future profits and of paid up policies with the said Company carrying no such right.
- The Holders of policies with the said Company in respect of which the policy moneys have become payable by death or maturity.

FOR THE PURPOSE of considering and, if thought fit, approving with or without modification the scheme of arrangement proposed to be made between the said Company and the said Members, Creditors and Policy Holders respectively and that such Meetings will be held at the registered and head office of the said Company, No. 10, Canton Road, Shanghai, China, on Wednesday, the 12th day of December, 1923, and as regards:

- Class A at 10 o'clock in the forenoon.
- Class B at 11 o'clock in the forenoon or so soon thereafter as the Meeting of Class A is concluded.
- Class C at 12 o'clock noon or so soon thereafter as the Meeting of Class B is concluded.
- Class D at 2 o'clock in the afternoon or so soon thereafter as the Meeting of Class C is concluded.
- Class E at 3 o'clock in the afternoon or so soon thereafter as the Meeting of Class D is concluded.

AT WHICH PLACE and respective times all the aforesaid members, creditors and policy holders are requested to attend. A copy of the Agreement dated the 20th day of December, 1922, and made between the Sun Life Assurance Company of Canada and the said Company and embodying the said scheme of arrangement can be seen and forms of proxy obtained at any of the offices hereinafter mentioned between the hours of 10 a.m. and 12 noon on any week day previous to the date of the said Meetings.

The said members, creditors and policy holders respectively may attend such separate Meetings as aforesaid and vote in person or by proxy provided that all proxies given by members, creditors and policy holders in China or Hongkong must be deposited at the said registered and head office of the said Company at No. 10, Canton Road, Shanghai, China, not later than Seven days before the holding of the said Meetings. All proxies given by members, creditors and policy holders in places other than China and Hongkong must be deposited at any one of the following offices of the said Company, namely:

- The Philippines—423, Rizal Avenue, Manila.
- Siam—772, 774, 776 and 778, Si Phya Road, Bangkok.
- Dutch East Indies—23, Tanah Abang, West Weltevreden, Java.
- Straits Settlements, Malay States and British North Borneo—2, Finlayson Green, Singapore.
- Burmah—50/52, Sole Pagoda Street, Rangoon.
- India—C/o Messrs. Gladstone Wyllie & Co., 5, Council House Street, Calcutta.
- Indo China—15, Rue Taberd, Saigon.
- Ceylon—C/o Messrs. Clark Young & Co., Lloyds Buildings, Colombo.
- England—C/o George King, Esq., 15, Walbrook, London, E.C.
- Japan—C/o Messrs. Pearson Mackie Atwell & Co., 65, Naniwa-Machi, Kobe.

NOT LESS than Seven days previous to the date of the said Meetings. Particulars of proxies so deposited sufficient to enable them to be used at the said Meetings will be sent by telegram to the Chairman of the said Meetings.

The Court has appointed CHARLES REGINALD BURKILL, of Shanghai, or failing him EDWIN THOMAS BYRNE, of Shanghai, to act as Chairman of the said Meetings.

The above scheme will be subject to the subsequent approval of the Court.

DATED the 11th day of October, 1923.

HANSONS,

Solicitors for the said Company, 7, Peking Road, Shanghai.

## IN HIS BRITANNIC MAJESTY'S SUPREME COURT FOR CHINA AT SHANGHAI

In the Matter of THE COMPANIES ORDINANCES (HONGKONG), 1911 to 1921, and

In the Matter of THE SHANGHAI LIFE INSURANCE COMPANY, LIMITED. NOTICE IS HEREBY GIVEN that by an Order dated the 14th day of September, 1923, this Court has directed separate Meetings of the following classes of persons, namely:

- The Members of the said Company.
- The Creditors of the said Company other than Policy Holders.
- The Holders of current policies with the said Company subject to premiums and carrying the right of participation in future profits and of paid up policies with the said Company carrying such right.
- The Holders of current policies with the said Company subject to premiums and carrying no right of participation in future profits and of paid up policies with the said Company carrying no such right.
- The Holders of policies with the said Company in respect of which the policy moneys have become payable by death or maturity.

FOR THE PURPOSE of considering and, if thought fit, approving with or without modification the scheme of arrangement proposed to be made between the said Company and the said Members, Creditors and Policy Holders respectively and that such Meetings will be held at the registered and head office of the said Company, No. 10, Canton Road, Shanghai, China, on Thursday, the 15th day of December, 1923, and as regards:

- Class A at 10 o'clock in the forenoon.
- Class B at 11 o'clock in the forenoon or so soon thereafter as the Meeting of Class A is concluded.
- Class C at 12 o'clock noon or so soon thereafter as the Meeting of Class B is concluded.
- Class D at 2 o'clock in the afternoon or so soon thereafter as the Meeting of Class C is concluded.
- Class E at 3 o'clock in the afternoon or so soon thereafter as the Meeting of Class D is concluded.

AT WHICH PLACE and respective times all the aforesaid members, creditors and policy holders are requested to attend.

A copy of the Agreement dated the 20th day of December, 1922, and made between the Sun Life Assurance Company of Canada and the said Company and embodying the said scheme of arrangement can be seen and forms of proxy obtained at any of the offices hereinafter mentioned between the hours of 10 a.m. and 12 noon on any week day previous to the date of the said Meetings.

The said members, creditors and policy holders respectively may attend such separate Meetings as aforesaid and vote in person or by proxy provided that all proxies given by members, creditors and policy holders in China or Hongkong must be deposited at the said registered and head office of the said Company at No. 10, Canton Road, Shanghai, China, not later than Seven days before the holding of the said Meetings. All proxies given by members, creditors and policy holders in places other than China and Hongkong must be deposited at any one of the following offices of the said Company, namely:

- The Philippines—423, Rizal Avenue, Manila.
- Siam—772, 774, 776 and 778, Si Phya Road, Bangkok.
- Dutch East Indies—23, Tanah Abang, West Weltevreden, Java.
- Straits Settlements, Malay States and British North Borneo—2, Finlayson Green, Singapore.
- Burmah—50/52, Sole Pagoda Street, Rangoon.
- India—C/o Messrs. Gladstone Wyllie & Co., 5, Council House Street, Calcutta.
- Ceylon—C/o Messrs. Clark Young & Co., Lloyds Buildings, Colombo.
- England—C/o George King, Esq., 15, Walbrook, London, E.C.

NOT LESS than Seven days previous to the date of the said Meetings. Particulars of proxies so deposited sufficient to enable them to be used at the said Meetings will be sent by telegram to the Chairman of the said Meetings.

The Court has appointed CHARLES REGINALD BURKILL, of Shanghai, or failing him EDWIN THOMAS BYRNE, of Shanghai, to act as Chairman of the said Meetings.

The above scheme will be subject to the subsequent approval of the Court.

PLATT & CO., Solicitors for the said Company, 23, Peking Road.

## SPECIAL SUNDAY MATINEES

1.30 p.m.:-

PRESENTING the GREAT PICTURE For The Last Time

## WILLIAM FARNUM

IN "A Tale of Two Cities"

6 p.m.:-

## HOOT GIBSON

IN "DEAD GAME"

WORLD Theatre.

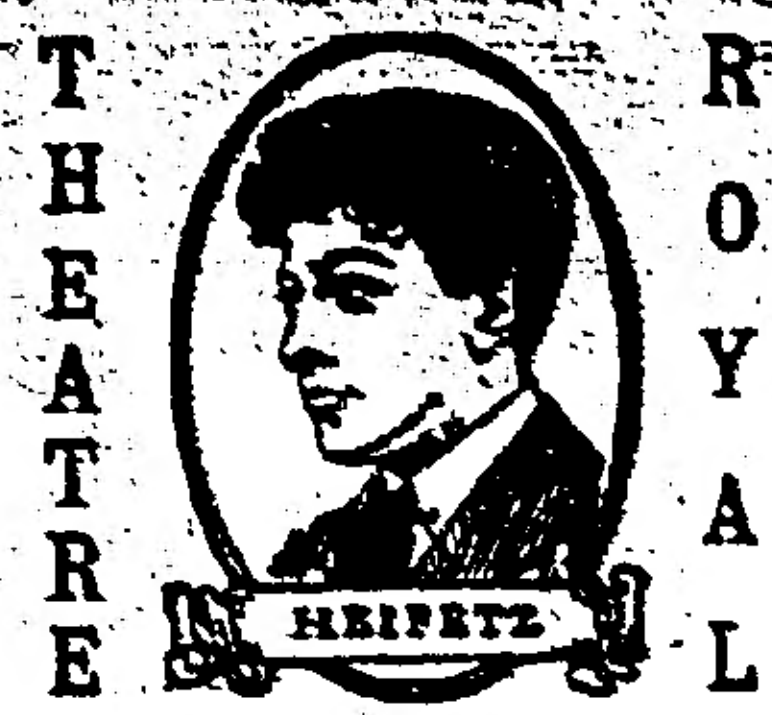
## JAPANESE EARTHQUAKE. COLONIAL HAIR-DRESSING SALOON

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Ice House Street, & Beaconsfield Arcade.

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ONE NIGHT ONLY MONDAY, October 29th.

## GRAND VIOLIN RECITAL by JASCHA HEIFETZ

The World-renowned Violinist. Booking opens at Montries on Monday October 15th.

Prices—Stalls & Circle \$6.00. Unreserved—\$4.00 and \$3.00.

## NOTICE.

## SOME INTERESTING FIGURES.

Of 100 men starting out for life at age 20, 35 die before reaching 65. Of the others—2 become rich. 5 acquire moderate means and are self-supporting. 58 are dependent for support on relatives, friends or charity. We can help you to become independent—

THE SUN LIFE ASSURANCE CO. OF CANADA. 15 Queen's Road, C. Hongkong. F. M. Weller, Manager.

## JAPANESE EARTHQUAKE DISASTER.

## HONGKONG RELIEF FUND.

## NOTICE.

SUBSCRIPTIONS Lists for the above Fund are open at the following places—

- Hongkong General Chamber of Commerce.
- Hongkong & Shanghai Banking Corporation.
- Chartered Bank of India Australia & China.
- Mercantile Bank of India.
- International Banking Corporation.
- Netherlands Trading Society.
- Yokohama Specie Bank.
- Hongkong Club.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order

D. K. BLAIR,

Secretary,

Hongkong Relief Committee. Hongkong 10th September, 1923

## NAVY LEAGUE BALL.

Under the Patronage of Admiral Sir Arthur Leveson K.C.B. (In aid of War Charities)

Will be held at

THE CITY HALL,

on

FRIDAY, 2nd November 1923

at 9.30 p.m.

Tickets \$5—each. Obtainable from the Ladies' Committee, Montrie's Anderson's and The Engineer's Institute.

## THE HONGKONG JOCKEY CLUB.

HE next Gymkhana will be held on the 16th and 17th November 1923 and not as previously advertised.

MONDAY, October 29th.

Jascha Heifetz

Booking at Montries.

## FORTHCOMING AUCTION SALES.

## Lammert Bros. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, the 16th and Wednesday, the 17th October, 1923, commencing each day at 2.30 p.m.

at "Kingsclere" Kennedy Road A Quantity of Valuable Household Furniture comprising—

Fine Hall Furniture, Dining Room Furniture, Cutlery, Glassware, etc., etc. A Selection of Canton Blackwood Ware.

Catalogues will be issued On View from Monday, the 15th October, 1923. Terms—Cash on Delivery LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Friday the 19th Oct. 1923 at 3 p.m.

at their Sales Room, Duddell Street.

(for account of the concerned) The Steam Launch "Peggy" as she now lies in the Harbour of Hongkong. Length 60 feet. Breadth 10 feet. Depth 5 feet.

For further particulars apply to the Undersigned. Terms—As customary LAMMERT BROS., Auctioneers.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 19th Oct. 1923, commencing at 11 a.m.

at Messrs. Lapicque & Company's offices, Queen's Building (for account of the concerned) A Quantity of Office Furniture comprising—

Desks, Chairs, Bookcases, Filing Cabinets, Showcases, Counters, Tables, Electric Fans, Typewriters, Copying Press, etc., etc.

also One Safe. Terms—Cash on Delivery, also

To sell by Public Auction on Saturday the 20th October, 1923 at their Sales Room at noon

The Steam Launch "Tonkinot" As she now lies in the Harbour of Hongkong. Particulars

Length 52 feet, Breadth 10 feet 2 inches, Depth 5 feet 5 inches, Gross tonnage 19.83 tons, Nett tonnage 13.22 tons, last survey April 1923 valid for 6 months, licensed to carry 64 persons within Harbour limits. Completely overhauled 1921. Any error in these particulars shall not vitiate a sale made in pursuance thereof nor entitle the Purchaser to compensation.

Permits to view may be obtained on application to the Undersigned.

A deposit of 20 per cent must be paid on the fall of the Hammer also

One King Motorcar, 30 H.P. 8 Cylinders. Inspection on application to the Undersigned.

LAMMERT BROS., Auctioneers.

YOU get the best of EVERYTHING Backed by expert advice at the ELECTRICAL DEPT. of THE HONGKONG HOTEL COMPANY LIMITED.

3295 Sweetheart, Fox-Trot Violenterra, Fox-Trot A Japanese Sunset, Fox-Trot

3296 Twilight on the Nile, Fox-Trot You've Got To See Mama Every Night, Fox-Trot

3297 Burning Sands, Fox-Trot By the Shamir, Fox-Trot

3298 Roses of Picardy, Fox-Trot The World is Waiting for the Sunrise, Fox-Trot

3299 Swinging Down the Lane, Fox-Trot La Mome Tanga, Tango

3300 Spanish Moon, Tango Fox-Trot Some Little Someone, Fox-Trot

3301 Down Among the Sleepy Hills of Tennessee, F.T. Who's Sorry Now? Fox-Trot

3302 Sweet One, Fox-Trot Wonderful One, Waltz

3303 Red Moon, Waltz Violet Fox-Trot

3304 Never Again, Fox-Trot

## HUGHES &amp; HOUGH AUCTIONEERS GENERAL AND BROKERS.

The Undersigned have received instructions to sell by Public Auction, on THURSDAY, the 16th October, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Valuable Teakwood and Blackwood Furniture and Household Sundries, etc., etc. Comprising—

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Wagons, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Staircase Carpets, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, etc., etc.

Also One Piano by Challen & Son, London. (Full Particulars from Catalogue). Hongkong, 10th Oct. 1923.

Terms—Cash on delivery. HUGHES & HOUGH Auctioneers.

DO NOT MISS—ROCHA'S POPULAR AUCTION SALES Every Tuesday/Thursday & Saturday At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture DA ROCHA'S MART 2 A, D'Aguilar St. Phone 2331

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LATEST DANCE MUSIC ON ENGLISH RECORDS

3295 Sweetheart, Fox-Trot Violenterra, Fox-Trot A Japanese Sunset, Fox-Trot

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3298 Roses of Picardy, Fox-Trot The World is Waiting for the Sunrise, Fox-Trot

3299 Swinging Down the Lane, Fox-Trot La Mome Tanga, Tango

3300 Spanish Moon, Tango Fox-Trot Some Little Someone, Fox-Trot

3301 Down Among the Sleepy Hills of Tennessee, F.T. Who's Sorry Now? Fox-Trot

3302 Sweet One, Fox-Trot Wonderful One, Waltz

3303 Red Moon, Waltz Violet Fox-Trot

3304 Never Again, Fox-Trot



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**PRESCRIPTIONS** —  
when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.  
**The Pharmacy.**  
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We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, capes, crepe underwear, dresses, laces, Mandarin costumes, Swatow work, etc., etc.

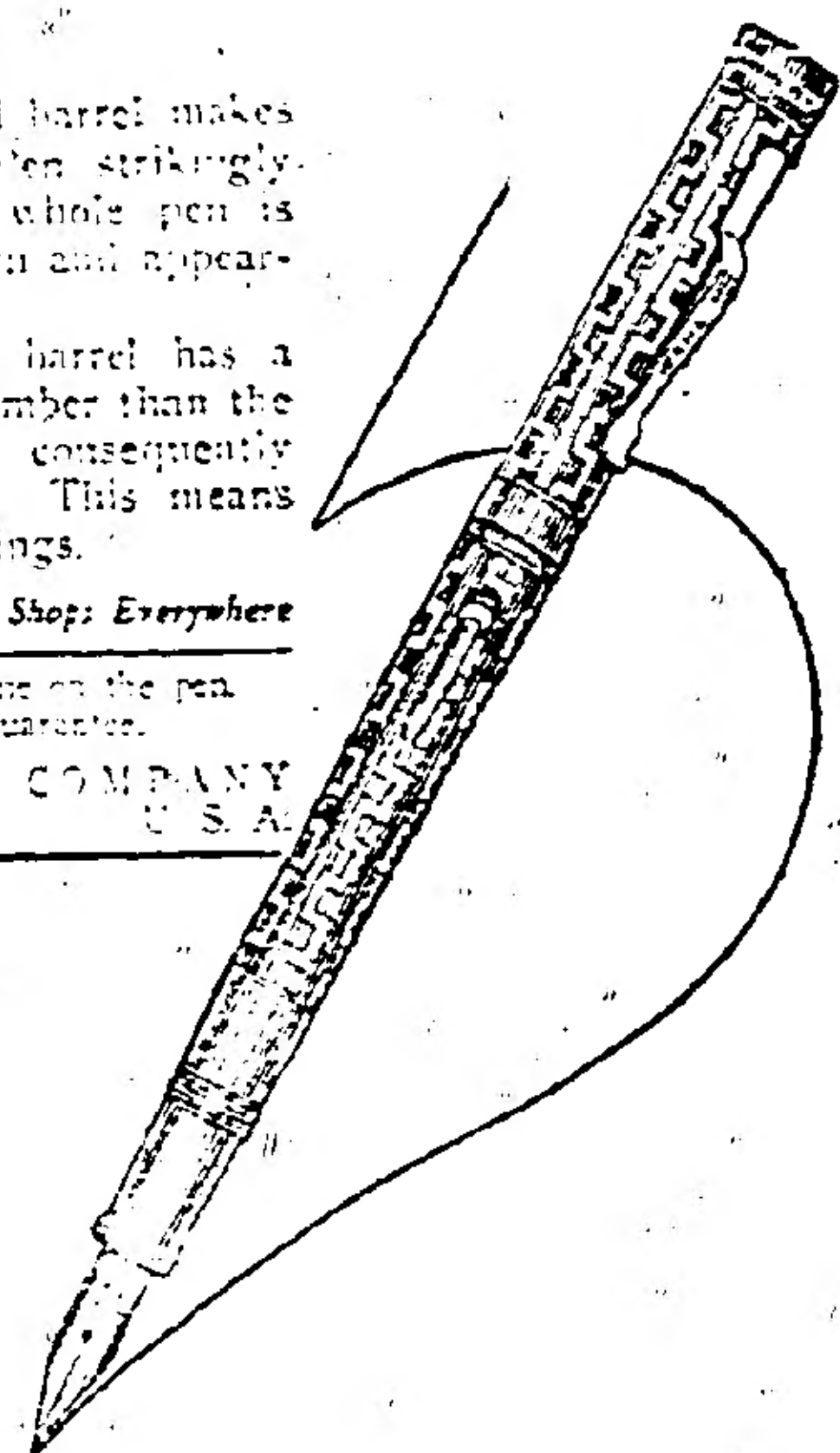
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THE all-metal barrel makes the Wahl Pen strikingly beautiful. The whole pen is uniform in design and appearance.

The all-metal barrel has a larger inside chamber than the usual pen and consequently holds more ink. This means less frequent fillings.

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Look for the name on the pen. It is your guarantee.  
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**WAHL PEN**  
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ELECTRIC CRANE AT SEA WALL CAPABLE OF

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**A real cigarette**

When we made Chesterfield Cigarettes we tried to give smokers the highest possible quality at the lowest possible price.

It didn't take smokers long to discover that Chesterfields had just what they wanted—

That quality taste of choicest Turkish and American tobaccos blended in exactly the right proportions.

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**Chesterfield**  
CIGARETTES

LICHTY & MYERS TOBACCO CO., U.S.A., Manufacturer

**COMEDY IN TIRAH COUNTRY.**

New "King" Drilling His Followers.

Peshawar, Sept. 29. During the past three months a peculiar comedy has been developing in Tirah. One Said Badshah, whose grandfather Mir Badshah had considerable influence some 25 years ago, declared himself King of Tirah and proceeded to enlist an army to support the status which he claimed. The main motive of this action seems to have been to achieve a position of superiority over another family of Sayyids who are the leaders of the anti-British faction in Tirah and who numbered

amongst them the murderer of the said Badshah's father. For some months after his first declaration Said Badshah contented himself with drilling and organising his followers. In August, however, his rivals began to be seriously perturbed at his growing influence and set themselves in active opposition. A rather serious fight occurred resulting in some half a dozen casualties and the disputes of the factions began seriously to disturb the life of the Afridis as a whole. Matters culminated in the setting up of a rival king by Said Badshah's opponents. At this point the tribal jirgas, which it need hardly be said had never any intention of recognising the authority of any upstart king, whether from within or without the tribe, rang

down the curtain for twelve months by peremptorily forbidding any further performances of the comedy until after the Bakrid next year.

PROGRESSING FAVOURABLY.

Tottenham Magistrate: Was this man very ill?—Witness: Well he was too ill to go and fetch his supper beer, but not too ill to drink it.

**A VICTROLA**

with Victor Records gives the best result.

**MOUTRIES**—Exclusive Distributors.

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**SPECIAL DISPLAY**

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**AUTUMN & WINTER**

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(Incorporated in England.)

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**THE NEW CAPSULE.**

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for a great number of years.

**BLENOSAN CAPSULES**

(Santal Oil & Kava Kava) provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East, and from the stockists Fletcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. M. Watson & Co. Ask for Ferber's Blenosan Capsules and refuse substitutes.

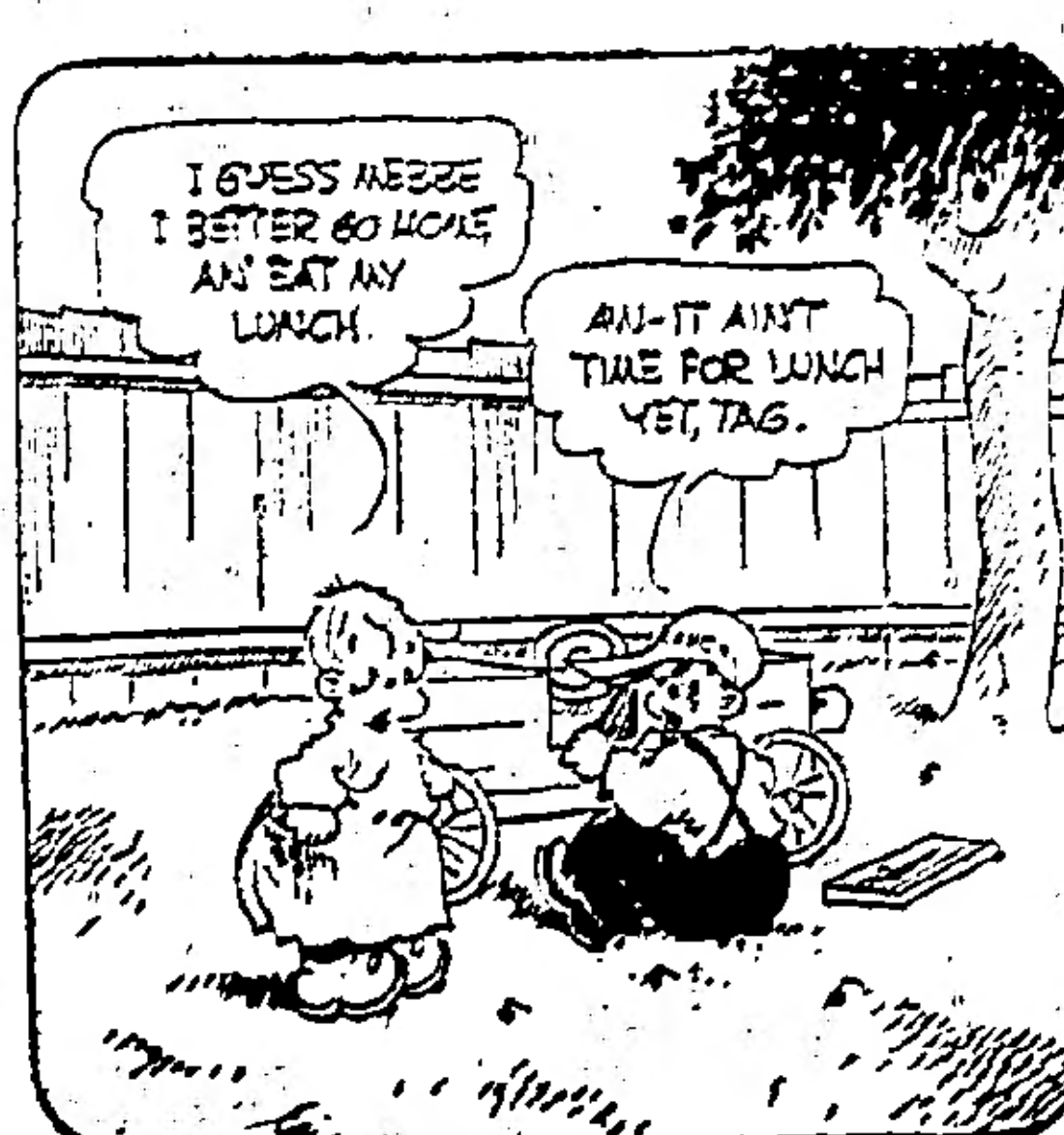
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**FRECKLES AND HIS FRIENDS**

"Fast" Time

**BY BLOSSER**







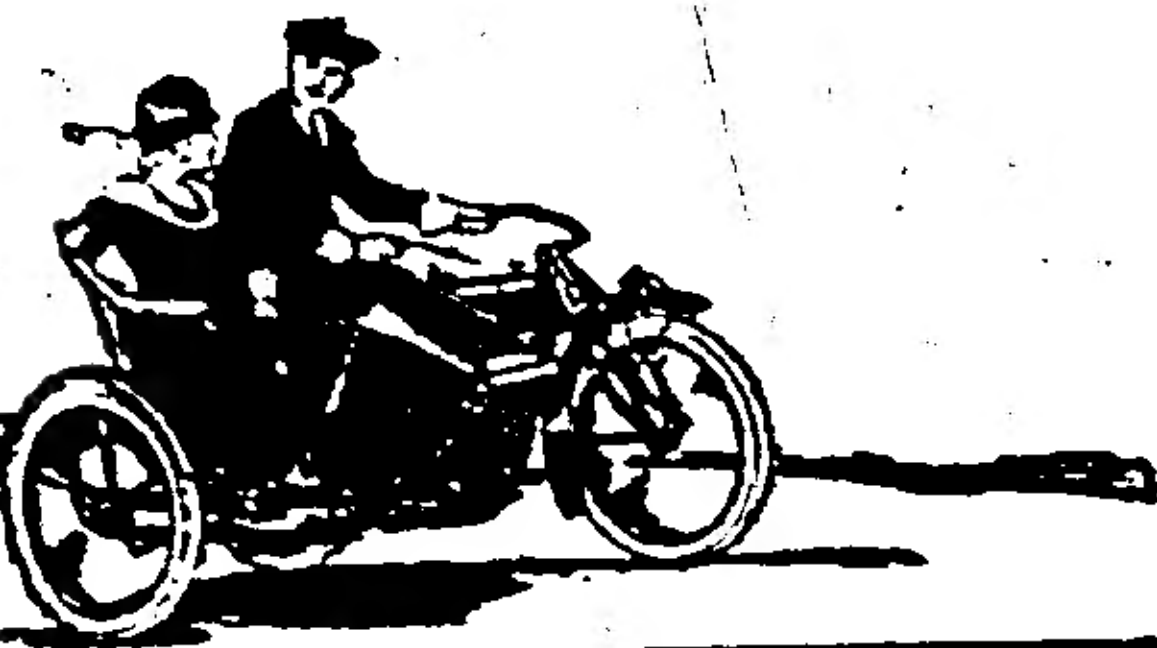
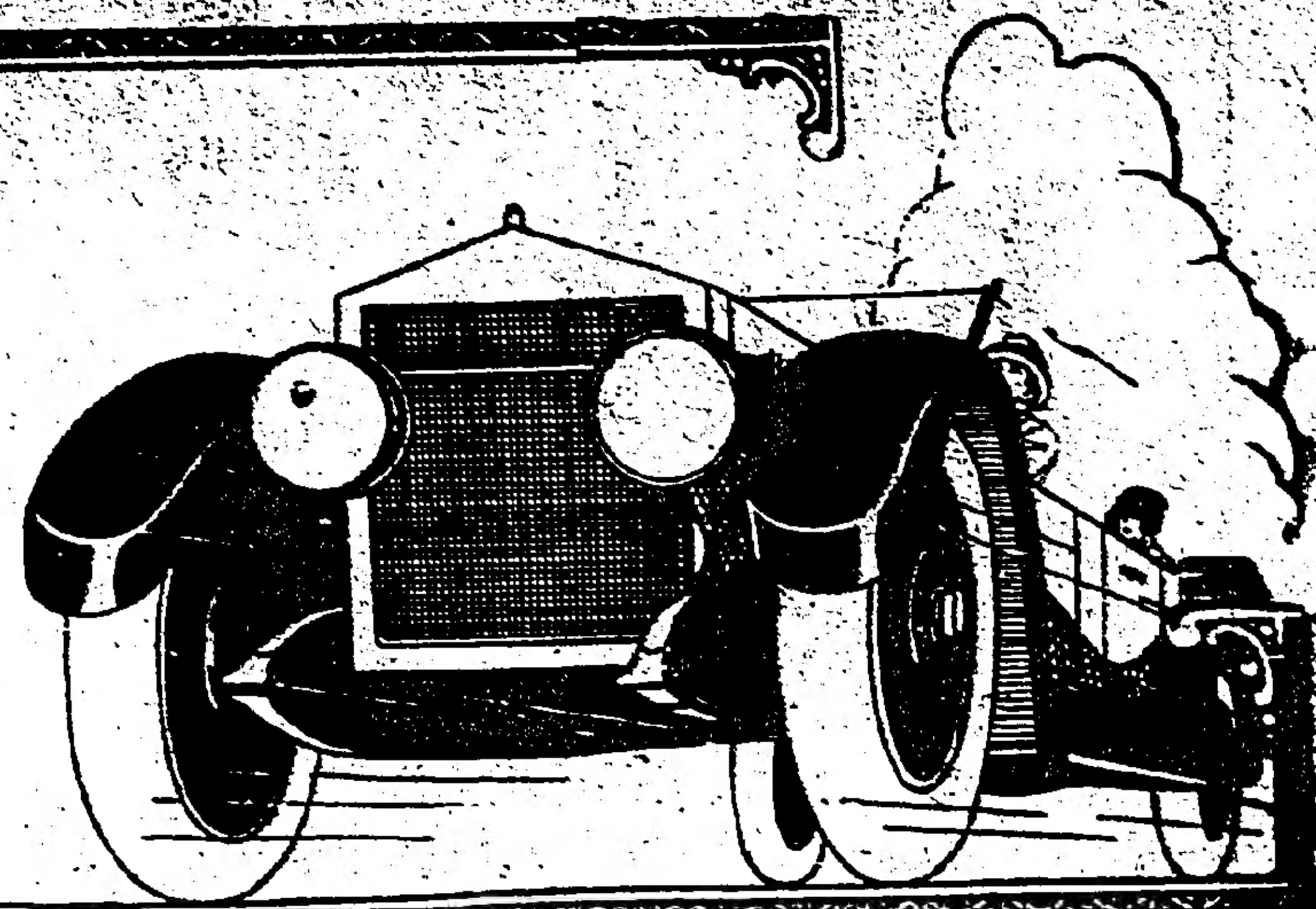


# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

Saturday, Oct. 13th. 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



## LOCAL MOTOR NOTES & NEWS

Mr. P. M. Hodgson, the popular Hon. Secretary of the Auto-motive Association, is still in the Manila. A letter to hand from him indicates that he will not be returning to Hongkong before the end of the month. He states that he is looking forward to the recent motor trials in Hongkong.

The wreck of a motor-car which came to grief on Sunday last on the Garden Road, was allowed to remain on the spot for over twenty-four hours after the accident. Surely, in a case such as this, an obstruction is not left until such time as the owner sees fit to remove it; rather it should be immediately cleared away by instructions from the proper traffic authority, the owner, of course, bearing the cost. It cannot be that Hongkong lacks suitable facilities for such work, because at least one company (The Dragon) specialises in haulage work.

Last Saturday's continuance of the Motor Trials again demonstrated the popularity of these instructive tests among local motorists. The Jockey Club (Gymkhana) undoubtedly proved a strong counter-attraction, and explained the absence of one or two competitors from Shaukwan Hill. Everything considered, however, the meeting was a great success.

Regarding the car performances, the Crossley, driven by Mr. Lambert, was certainly the surprise of the day. After its good performance there should be nothing further heard of the cry that British cars are not suitably geared for the hills of this Colony. The winning car certainly showed its powers to some advantage on Saturday, and the manner in which it was got away from the starting line and into speed on the hill reflects a great deal of credit on Mr. Lambert's driving.

The Crossley not only gained first place on time, but was first on formula as well. There is no doubt that Mr. Lambert was out to do his utmost to show what a standard British car could do, and he certainly upheld the reputation of British-built cars.

A car which was expected to win on time with ease was the two-seater sports model 6-cylinder 29.4 h.p. Studebaker, driven by Mr. T. R. Parsons, but it only got fourth place. One expected a much better result than this, but possibly the corners were taken too widely, instead of the inside being hugged, thus cutting the distance, whilst the get-away was not so good as it should have been for such a powerful car.

Another expectation was upset when Mr. J. Parsons' Buick, driven by Mr. A. H. Rowe, only got third place. It ought to have done better than this, for it was generally expected that it would give the Crossley a close run. The Chandler, driven by Mr. Smith, gained second place on time, and, considering the age and mileage which this car has been run, this was a very creditable performance. It could be seen at the start that this machine would do well, as Mr. Smith made a perfect get-away.

The Essex, driven by Dr. McKenny, put up a very good show, considering its 18 h.p. and the weight it carried, in getting second place on formula. The Essex car is, however, well-known for its hill-climbing powers. What Mr. Mackenzie was doing with the Jordan, the alone can say. This car has a fine turn of speed and had previously climbed the hill in much less time.

The Hon. Mr. A. G. M. Fletcher had had luck with his Oldsmobile in not finishing, owing to his acceleration pedal going out of action when he was within a hundred yards of the finish. Had this not happened, one would have expected Mr. Fletcher to have gained a place on formula.

Mr. Gascon, who was a strong favourite in the "combination" class, was the first to negotiate the hill. His "get-away" however, was none too good and his gear change was not at all the kind one expects from a competition winner.

Mr. Chao on an A.C.E. also failed in this respect, while Mr. Walker, on a 7.9 Harley, was quite good in each respect. His machine was well tuned and he certainly deserved his second place win. Mr. Weller's Henderson had certainly lost its first flush of youth and the achievement of winning the event is all the more creditable. Much time and patience must have been expended in adjusting the machine to such a decent turn. In spite of a slight tendency for his engine to "load up" at the start. Acceleration and gear changing were expertly managed. Congratulations, Mr. Weller!

The "solo" machines came next, with Mr. H. W. Chaney first man up. His machine was "stripped" but, unfortunately, he wasn't, and although his time was very good, it was not quite good enough to win. For the next hill-climb, Mr. Chaney informs us that he intends to go into training and wear spurs and rig a la Donoghue. We shall no doubt hear from him then.

Mr. Doodha climbed extremely well, only being beaten by the three big twins. Messrs. McEwan and Ellwood did not shine particularly well.

Of the three big twins, Mr. Baker rode splendidly and beat the second man—Mr. Rumjahn—by four seconds. His get-away, acceleration and gear changing were all that could be desired, and his "cornering," despite the fact that his footboard touched the ground, undoubtedly won him the climb.

Mr. A. A. Rumjahn, who followed him, got away equally well, and his machine was slightly faster on the straight. He has a lot to learn about "cornering," however, and we should advise him to get a smaller machine to practice on. One cannot take such liberties as running off the road on to the grass with a 70 m.p.h. twin very often. It is certainly a mistake



Mr. F. Baker, who won the cycle solo event, taking the hill on his Indian Chief.

to attempt more than one's nerve can really control. Mr. Padgett, on the other hand, was cautious personified although his performance was quite a good one.

Austin cars have always enjoyed an excellent reputation abroad, and the post-war types have demonstrated sound service to their owners. Messrs. Alex. Ross & Co. have sent us the latest Austin catalogue—and a very comprehensive one it is.

The Austin Company are placing these cars on the market here at the same price as that ruling in England. Thus the purchaser saves all the incidental expenses of boxing, insurance and freight to Hongkong—quite a considerable item.

Special attention has been paid to gearing, and the scale specially suitable for Hongkong (which is fitted without extra charge) is as follows:

1st. speed	16.9 - 1.
2nd. "	9.7 - 1.
3rd. "	6.18 - 1.
4th. "	3.93 - 1.
Revers. "	13.3 - 1.

The above refers to the heavier models. For the 12 h.p. Austins, the following is recommended for the Colony:

Top (direct)	5.16 - 1.
3rd. speed	7.98 - 1.
2nd. "	12.05 - 1.
1st. "	19.87 - 1.
Revers. "	14.35 - 1.

All the photographs of the Hill Climbing contest appearing in this issue were taken by the Ming Yuen Studio, where interested motorists will be able to obtain copies. The photographers have several other pictures of the trials, in addition to those published to-day.

We are glad to see that there are prospects of a Motor Gymkhana in Hongkong in the near future. Such an event should prove a most successful wind-up to the recent trials, providing an excellent occasion on which to present the trophies won by the successful competitors. Some very amusing events could be included in the programme, and the novelty of the function should draw large crowds of onlookers. We hope soon to hear that a suitable ground has been secured for the meeting.

## THE HILL CLIMB.

### CHATS WITH TWO WINNERS.

Mr. F. Baker, who has certainly won the title of Hongkong's motor-cycling "Ace," in the course of a chat with a *Telegraph* representative regarding the Hill Climb at Shaukwan, said: "I rode in touring trim, and what I think speaks volumes for Indian construction, is the fact that my machine had not been touched since the last hill-climb. I consider that doing all tuning and repair work myself is also an important factor to success."

Regarding equipment, Mr. Baker's machine was fitted with Goodyear tyres, Duckworth chain, Splittorf plugs, magneto and generator, and Schebler carburettor. Socoy spirit was used and Vacuum Gargyle Mobiloil employed as lubricant. "Both of these," added Mr. Baker, "I have always found most excellent."

The ride itself, was summed up as follows:—"I was perfectly happy on parts of the hill and most unhappy on other parts. On the first right-hand bend my foot-board started to scrape the ground, the front end dug in, and for a moment I thought the machine was going to pivot on the board and swing into the wall. However, just as it started to swing, the footboard got clear and I went on. On the last bend, I swerved to take advantage of the camber on the right of the road, and also to avoid a row of 'pot-holes' in the centre of the road. This manoeuvre caused my footboards to again catch, making the second time I had to 'shut off' for this reason."

"On a fairly steep hill like Shaukwan, this naturally lowered my speed considerably. My highest on the run was about 66 m.p.h., my average about 58-60 m.p.h., and my lowest about 45 m.p.h."

"In my opinion, the hill was not as good as Tsui Wan. The surface is not so good and the two bends at the foot were very deceptive. Neither was it such a good test of riding skill. A rider can often take one or two corners at speed, but when it comes to an accumulation of them similar to Tsui Wan, he cannot stand the strain, and consequently has to slow down."

### COMBINATION WINNER INTERVIEWED.

Mr. F. C. Weller, who came in first in the cycle combination class on a Henderson, seen by a *Telegraph* representative, said he would like to congratulate the Committee on the success of the afternoon's sport. "The electric timing device, though new to most of us, provided no difficulty," he said. "I should like, however, to correct an erroneous statement, made somewhat publicly, to the effect that by starting the cars with their front wheels, and the cycles with their back wheels, on the starting line, the cycles were gaining their own length plus the length of the car. Of course, the true gain is simply the length of the wheel base of cycle."

Coming to the actual run, Mr. Weller said:—"Being the last starter in my class I was able to judge only the beginning of the other competitors' runs, but gathered that this was where they lost most time. My success was probably in great part due to the acknowledged power of acceleration, on an incline, provided by a 4-cyl. engine."

"In my ascent I used 'Shell' spirit, Vacuum oil 'B', K.L.G. plugs and Goodyear tyres, all of which I always use in ordinary running; the only alterations being to carburettor and oil pump settings." As I was running with

## AT THE STARTING POINT.



The scene at the starting point of the Hill Climb. Hon. Mr. Fletcher getting away with a full load on his Oldsmobile.

## SATURDAY'S HILL CLIMB AT SHAUKWAN.

### Results on Time and on Formula.

The results of Saturday's Hill Climb on time have already been published, but below we give the full details of each event showing how the various competitors came out both on time and on formula:

MOTOR CARS UNLIMITED H.P.									
Place on Time	Place on Formula	Make of Car	Power Horse	No. of Cylinders	Owner	Driver	Weight of Car and passengers	Figure of Merit on Formula	Time in Min. and Seconds
1st	1st	Crossley	19.6	Four	H.E. The Governor	C. D. Lambert	3550 lbs.	0.68 2 min.	7 sec.
2nd	6th	Chandler	29.4	Six	J. Smith	J. Smith	3350	1.16 2	12.4/5
3rd	4th	Buick	27.3	Six	J. Parsons	A. H. Rowe	3450	1.08 2	17.3/5
4th	7th	Studebaker	29.4	Six	T. R. Parsons	T. R. Parsons	3450	1.27 2	27.3/5
5th	2nd	Essex	18.2	Four	Dr. McKenny	Dr. McKenny	3030	0.89 2	28.3/5
6th	3rd	R.V. Knight	29.4	Six	G. H. Wilson	G. H. Wilson	4145	1.07 2	32
7th	5th	Oakland	19.0	Six	A. G. Hewlett	A. G. Hewlett	2950	1.09 2	46.2/5
8th	8th	Buick	27.3	Six	Lam Wing Yan	Lam Wing Yan	3520	1.69 3	31.3/5
9th	9th	Jordan	29.4	Six	E. Abraham	G.W. McKenzie	4101	1.94 4	20.4/5

MOTOR CYCLE COMBINATIONS.									
Position on Time	Position on Formula	Make	C.C.	Weight including Driver & Passen.	Owner	Driver	Time	Figure of Merit on Formula	
1st.	3rd.	Henderson	1201	760 lbs.	F.C. Weller	F.C. Weller	1-132/5	9.2	
2nd.	1st.	Har. Davidson	989	960	V. Walker	V. Walker	1-213/5	6.8	
3rd.	2nd.	do	1208	993	A. Gascon	A. Gascon	1-222/5	8.9	
4th.	4th.	A.C.E.	1234	770	J. Choa	J. Choa	1-39	15.75	

MOTOR CYCLE SOLO UNLIMITED H.P.									
Position on Time	Position on Formula	Make	C.C.	Weight including Driver	Owner	Driver	Time	Figure of Merit on Formula	
1st.	1st.	Indian Chief	1204	520 lbs.	F. Baker	F. Baker	0.50 sec	4.47	
2nd.	5th.	Har. Davidson	1208	500	A.A. Rumjahn	A.A. Rumjahn	0.54	7.00	
3rd.	7th.	Indian Chief	1204	520	G.T. Padgett	G.T. Padgett	1.00	8.30	
4th.	3rd.	Indian Scout	596	428	F.N. Doodha	F.N. Doodha	1.44/5	5.8	
5th.	4th.	Triumph	550	422	H.W. Chaney	H.W. Chaney	1.71/5	5.9	
6th.	2nd.	Indian Scout	596	510	L. Elwood	L. Elwood	1.92/5	5.6	
7th.	6th.	A. J. B.	799	540	J.D. McEwen	J.D. McEwen	1.123/5	7.8	

**HOT WEATHER TYRE TROUBLES.**  
Excessively hot weather may be the unsuspected cause of annoying tyre troubles; patches loosen and leak and valve rubbers perish, or even melt.

out speedometer, I am unable to give maximum speed, but notice that the average works out at 39.23 m.p.h."

Mr. Weller stated that his engine, a 2 model, has improved beyond expectation by the provision of heavier exhaust springs than those originally fitted. He concluded by saying:—"At the time, I much regretted the abandonment of the first hill chosen as it gave one a chance of making really high speed; however, as it proved dangerous the Committee had no alternative and except that the road is rather narrow, I do not think a better hill than Shaukwan could be found."

## THE FUEL TEST.

### COMMENT ON THE WINNING CAR.

The following letter has been sent us for publication:—"Sir, I read with much interest in the last issue of your *Motoring* Supplement the remarks made regarding the performance of the Buick car, driven by Mr. Rowe, which won the Fuel Consumption Test in the New Territories. I think, however, that it ought to be pointed out that this car was not a standard Buick as turned out by the makers, 'inasmuch as' it was fitted with a very famous British-made carburettor, namely, a Smith's Multitube Jet. Then, sir, I do not think a comparison can very well be made with these facts are run over a distance of some hundreds of miles, and the average speed is very much greater than that at which Mr. Rowe drove round the course on September 30th. Mr. Rowe's speed, I think, only averaged about 15 miles per hour (the lowest of any of the competitors by about ten miles), which, after all, is not the usual speed one is likely to travel at in a car. I venture to think that if the car had been driven at an average speed (that is, somewhere round about 25 m.p.h.) the petrol consumption would have worked out very differently. I am not writing this in any way as a 'grouse.' The Buick won the test fairly and squarely, and Mr. Rowe is to be complimented on getting such a good result; but I think all motorists will agree that the facts I have mentioned above should be borne in mind when remembering the test accomplished. Yours, etc., SPECTATOR, Hongkong, Oct. 13th. 1923."



6 CYLINDER

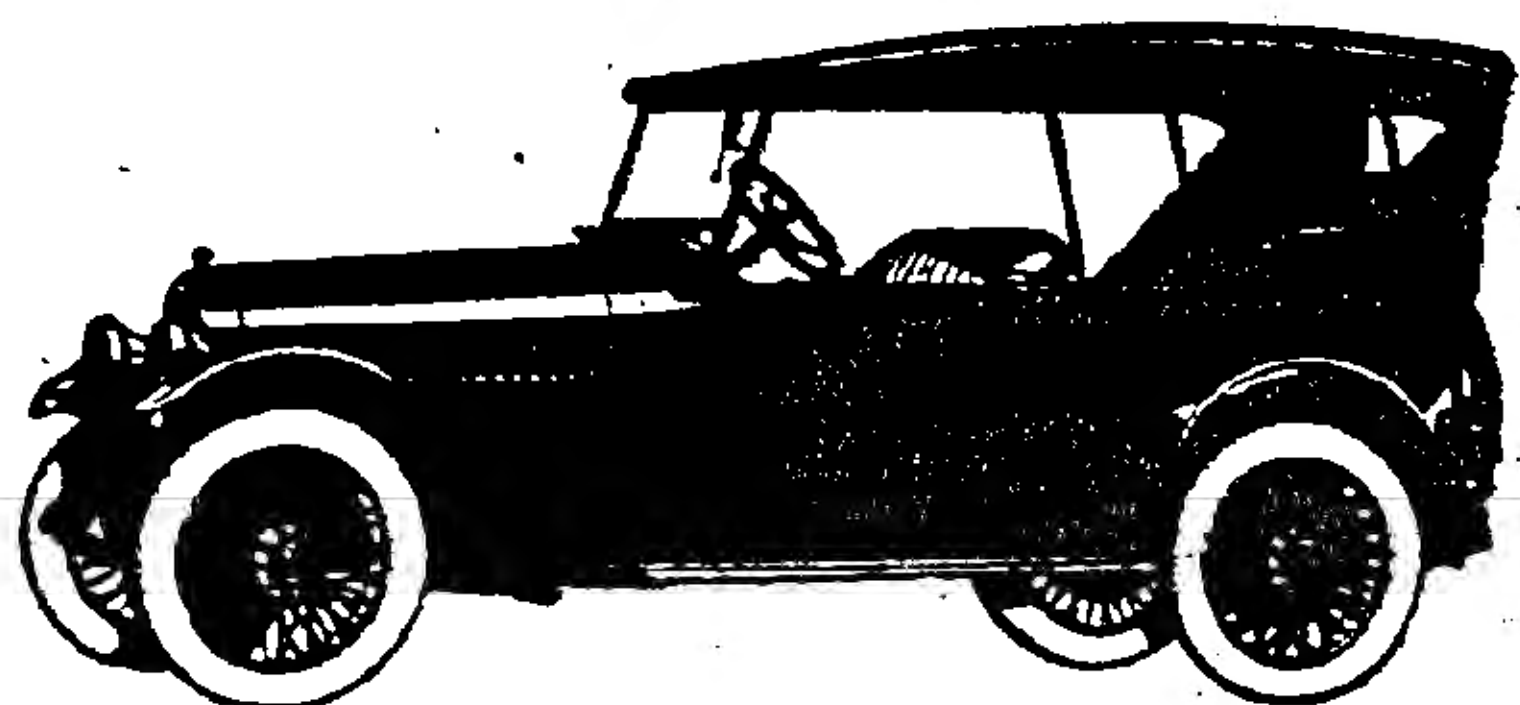
# Studebaker

CARS

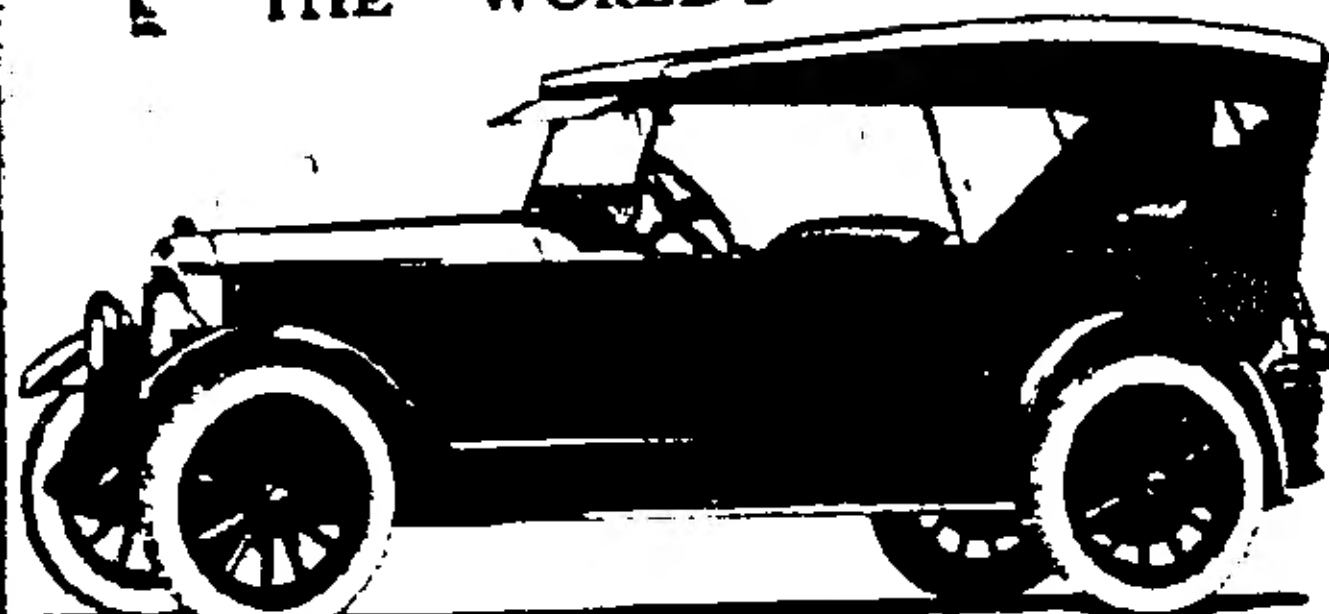
18 to 20 MILES  
TO THE GALLON

**LIGHT SIX**

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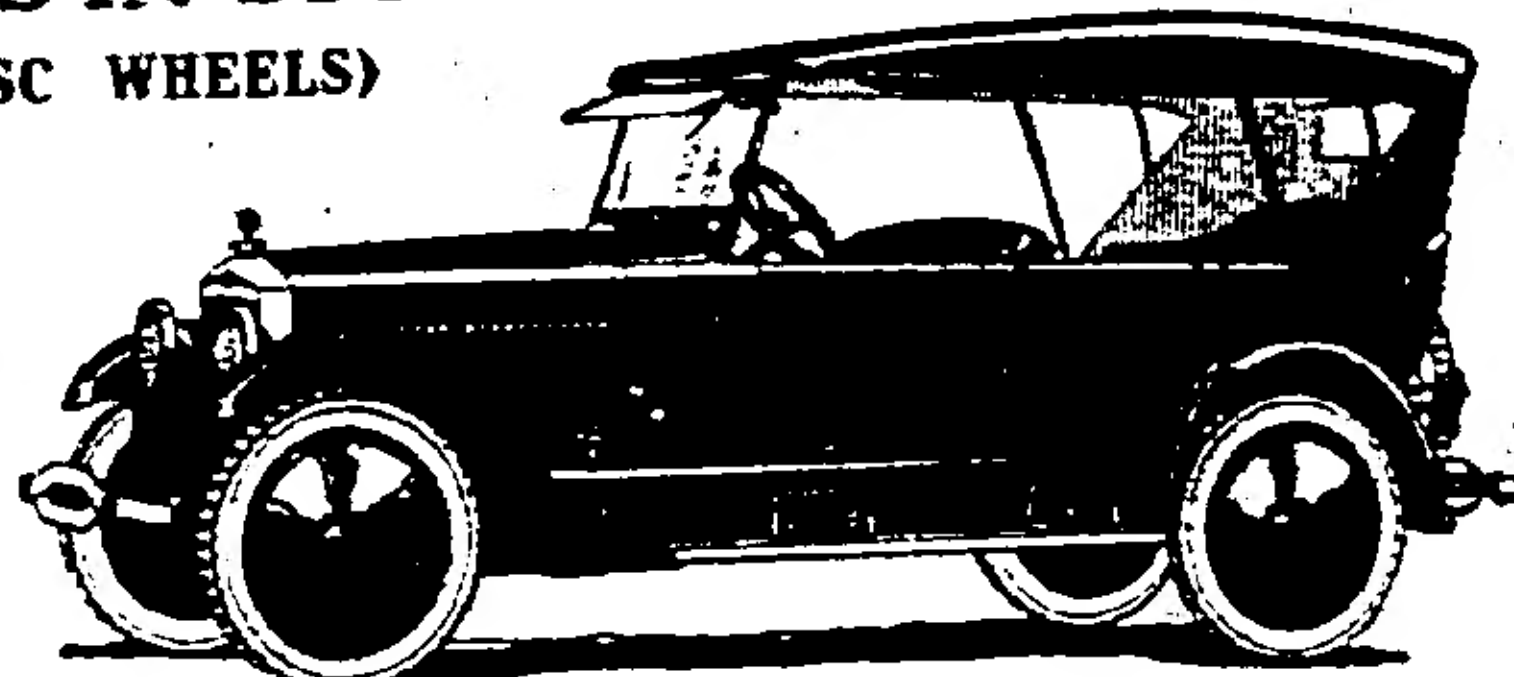
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**BIG SIX**

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HONGKONG'S MOST POPULAR CARS  
HONGKONG HOTEL COMPANY, LIMITED.

## MOTOR CYCLE HINTS.

### OVERHAULING A 4-CYLINDER MACHINE

[BY "NORTONIA"]

Before attempting to take anything to pieces, thoroughly clean the outside of the engine, etc. A piece of grit may find its way into the crankcase if this precaution is not taken and play havoc with plain bearings.

When removing cylinders, (which may be done on the "Henderson" by loosening the engine to frame holding bolts, knocking out the distance pieces and then tilting the engine sideways, and on the "Aco" by removing the tank) it is a good plan to mark each cylinder by filing 1, 2, 3 or 4 notches on the base. It is also a good plan to mark each cylinder's valves, cages, springs, etc. either by a diamond punch or by a file, but handle the punch gently. Incidentally this should be the only time when a punch is required on a machine. Lots of people use a punch to loosen a stubborn nut—don't do it. The writer believes in the caustic soda method of decarbonising a large number of cylinders, especially small air-cooled ones where it is impossible to insert the hand.

Caustic soda of course, must be handled extremely carefully and must not be allowed to touch the hands or clothes or any aluminium. It dissolves aluminium and burns hands and clothes.

Make enough solution of caustic soda (about 1 lb. of solution per gallon of water) to cover the heads and valve ports of the cylinders to be treated. Place the cylinders in the solution heads down, and gently heat the solution until it simmers. Keep it simmering as long as possible and then give the cylinders a good scrub with a wire saucepan brush. All the carbon should now be removed.

As soon as this is done thoroughly wash the cylinders under a running water tap. This operation must be done thoroughly; otherwise the cylinder will rust. Then well oil. The pistons may be treated in the same way provided of course they are made of cast iron or steel. Grind the valves and replace each valve with its own spring in the correct cylinder. If the valves, springs and guides are badly worn it is as well to renew them; otherwise, great difficulty will be found in getting the engine to fire on four. Bearings should be taken up by an experienced fitter, one can be hired from a local garage just for the day. Should, however, the owner wish to take up his bearings, he should proceed as follows:

Carefully clean the crankshaft and big end bearings, and then thoroughly dry. Test the crankshaft bearings for perfect truth by means of a micrometer or callipers. If there are any high spots rub them down with very fine emery cloth. Now reassemble the bearings and note if there is very much play at the big end bearing. If so, reduce the distance piece between the two halves of the bearing until the bearing just binds on the crankshaft. Then apply a very thin coat of Prussian Blue to the crankshaft, reassemble the bearing and turn, when it will be found that the blue

## 200 MILE RACE.

### To-day at Brooklands.

The preliminary list of entries for the 200 miles race, to be held at Brooklands by the Junior Car Club to-day (October 13th), discloses some interesting newcomers among both cars and drivers, and several notable absences. There are 18 entries in the 1,100 c.c. race and 29 in the 1,500 c.c. event, the 23 makes represented being: A.B.C., A.C., Alvis, Aston-Martin, Austin, Bertelli, Bugatti, Crouch, Derby, Eric Campbell, Eric Longden, Frazer Nash, Hillman, Horstman, Imperia, Marlborough-Thomas, Marseal, Morgan, Newton, Salmson, Warwick, Windsor, and Wolseley. The famous Talbot-Darracq team is apparently not competing.

### THE "TRUSTY TRIUMPH."



Mr. H. W. Chaney negotiating the hill on his Triumph.

has filled the hollows and left the high spots bright. Carefully scrape the high spots until the blue leaves an even layer all around the bearing. Do this with all the bearings and remember when assembling that all cotter pins must be replaced; otherwise nut may come loose and wreck the engine.

When reassembled each connecting rod should be absolutely vertical on the crankshaft and each crankshaft bearing lined up truly. If the gear box hums, screw up the bearing nut behind the chain sprocket, after loosening the corresponding nut on the other side of the gear box. If all adjustment on the nut has been taken up, it will be necessary to insert some shims behind the small bevel gear. Do not adjust the bevel gear too tightly.

(Next week: "Overhauling a Flat Twin Harley".)

## COMBINATION WINNER.



Mr. F. C. Weller on his winning Henderson combination.

## SAVE DOLLARS INSTEAD OF CENTS.

At most, your lubricating oil costs you but a few cents per day—only a small fraction of the cost of your insurance, your petrol, or your tyres. And that tissue-thin film of lubricating oil is all that protects you against destructive friction. It alone postpones noise, wear, trouble, repair, and excessive carbon formation.

The cheapest oil made costs you but a few cents less per gallon than Gargoyle Mobiloil, but by the month or year it rarely fails to cost many dollars more.

USE ONLY



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**THE MICHELIN "CABLE" CONSTRUCTION**

Increases the mileage of the tyre and improves the running of the Car.

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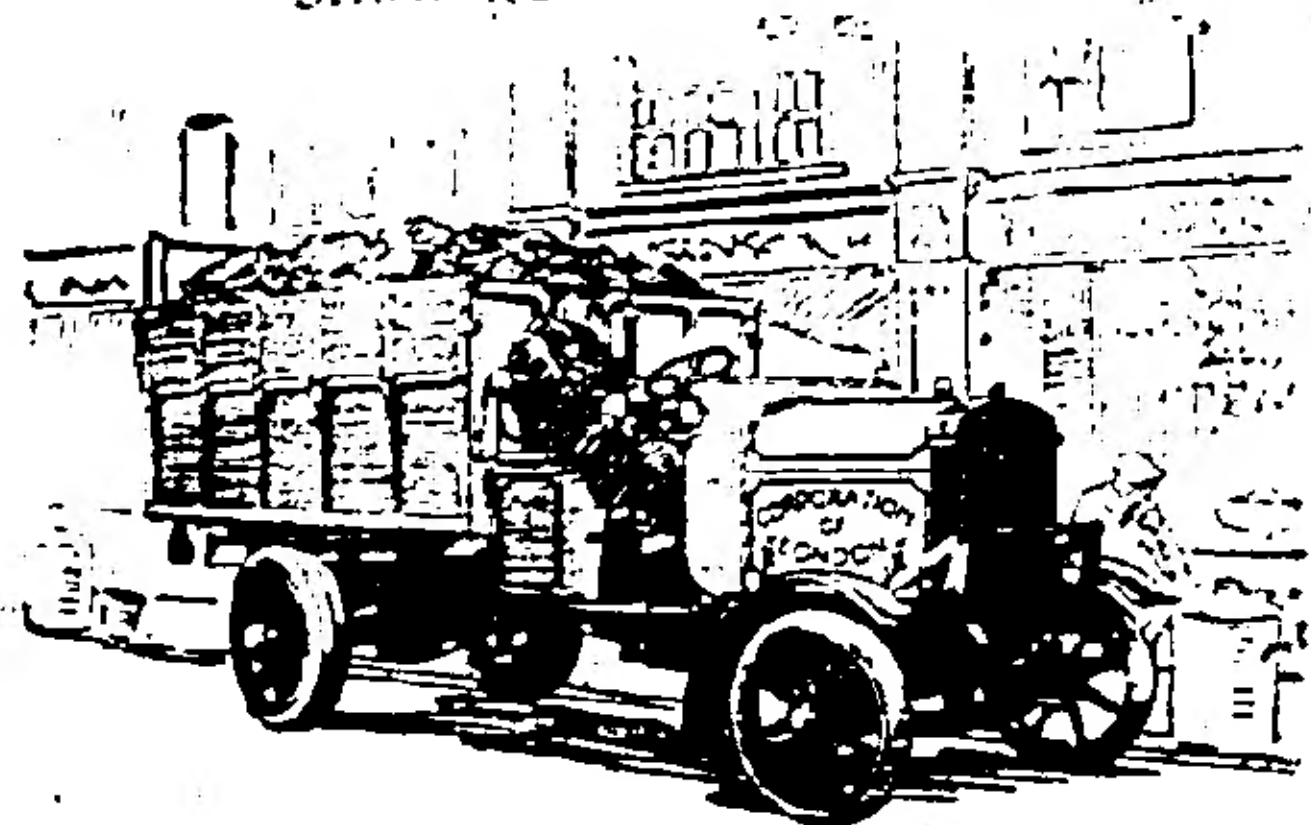
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69, Queen's Road Central.

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1923 Model Motor Cycles.

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NO CHANGE IN OUR AGENCY FOR THE ABOVE.

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**"Yessir, We Take A Personal Interest In Every One of Them!"**

"Whether it's your car, Mr. Smith's or Mr. Brown's, it gets the same good care and expert attention at our new concrete Main Garage and Service Station (Wong Nei Chung Road-Upper end of Race Course) that every car should have.

"We know from experience that it pays to overhaul a machine regularly. Owners save money through our efficient garage service; and their cars are always bright-looking and full'er pep!"

**THE DRAGON MOTOR CAR COMPANY, LIMITED.**  
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A. J. ARISON, Service Manager.



## THE MOTOR TRIALS.

## REFLECTIONS—BEFORE AND AFTER.

We have received the following for publication—

As one who has for many years been closely connected with the motor car industry, the suggestion by the *Telegraph* that motor trials be held in Hongkong was a very welcome one, and although I had some doubts whether the Hongkong public would rise to the occasion, I am glad to know that local motorists proved that they are just as enthusiastic as in other countries where such competitions are held regularly every year. Personally, although I entered every class, the tests which I thought would be won by me were the consumption and hill-climb events.

Regarding the acceleration test, I must confess that I did not anticipate gaining a place, and when it was found that I had tied for second place with the Hon. Mr. A. G. M. Fletcher and Mr. J. Smith, I was certainly surprised. When the tie was run off, however, I was rather more optimistic, because I knew that the three cars in question had been very carefully adjusted and tuned for this occasion. Such being the case, it was not too much to expect that all three cars would have made better time than His Excellency's car on the first day. Under the above circumstances, to me, the winning of the tie was disappointing on the tie were disappointed.

I fully expected to win the consumption test, as I paid great attention to the tuning up of the car for this event. As was driving against two a matter of fact, the result was above my expectations that I had won the consumption test. The fact was that the British car competing and winning the event, is a splendid tribute to the perfection and reliability of British cars.

Regarding the hill climb, there were only two competitors whom I looked upon as serious rivals—Mr. G. Smith in his Chandler, because Mr. T. R. Parsons in his two-seater Studebaker, the reason being that both these cars were lighter and of higher horse power than mine. I thought that Mr. East Parsons would probably be

## MOST MILES PER GALLON.

## The Error of Extremes.

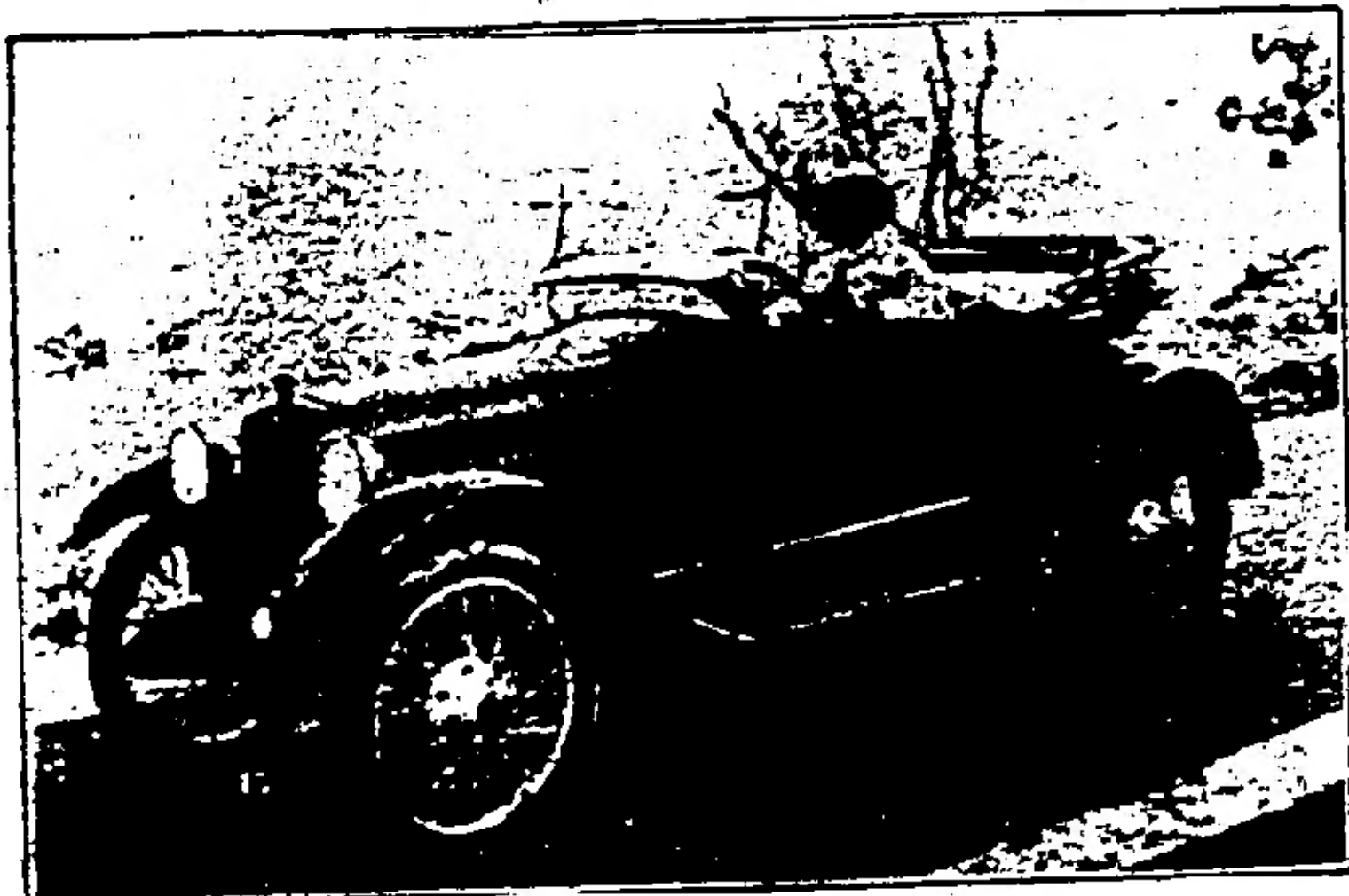
The speed at which a car is driven has an important bearing upon fuel economy and it is a medium speed which gives the greatest mileage for a given consumption of fuel, for the following reason: At very low speeds, while the car demands but little power to move it, the engine produces this power very wastefully, as it is not turning over fast enough to be efficient and the consumption of gasoline per mile may run very high. On the other hand, at very high speeds, while the engine produces the power fairly efficiently, so large an amount of power is called for, in order to overcome high air resistance and increased friction, that fuel consumption becomes exorbitant. There is a speed, somewhere between the two extremes, at which engine efficiency is reasonably high and the resistance against which the engine is acting is fairly low, which is the speed of highest fuel economy, but it is not possible to express this speed in reliable, generally applicable figures.

The winner. Certainly the unexpected happened. Mr. C. D. Lambert's victory with the Crossley being the surprise of the meeting. It speaks volumes for the tuning up and the driving of the car, and I heartily congratulate Mr. Lambert. It was a fine performance when it is taken into consideration that the consumption test of only 19.6 h.p. against the 27.3 h.p. of the car I of the car for this event. As was driving against two a matter of fact, the result was above my expectations that I had won the consumption test. The fact was that the British car competing and winning the event, is a splendid tribute to the perfection and reliability of British cars.

In conclusion, I should like to express the hope that Interport contests be considered, because the results of Hongkong's first trial demonstrate the fact that we have nothing to fear in competing against any ports in the world.

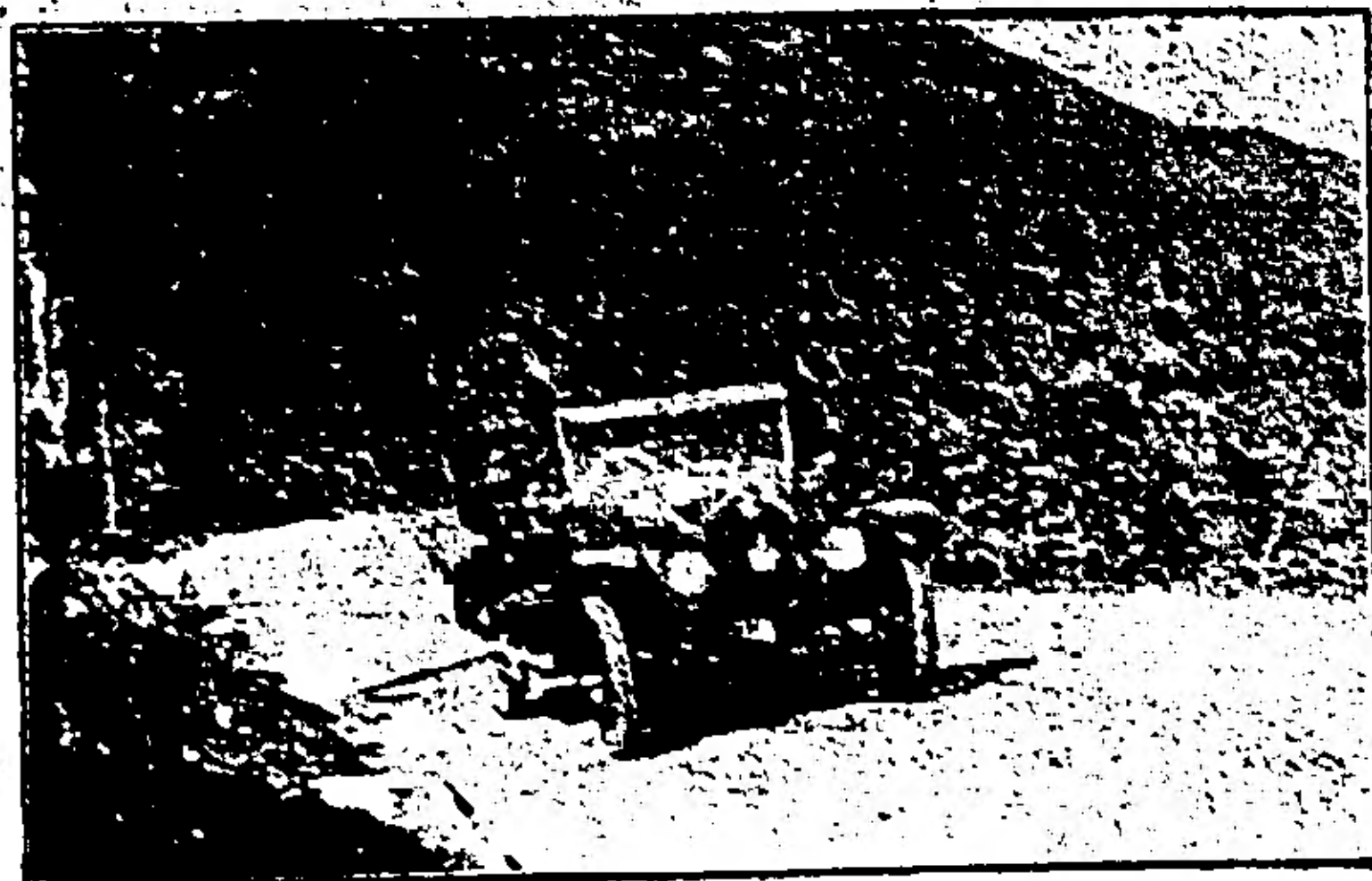
A. H. ROWE.

## CHANDLER SECOND, ON TIME.



Mr. J. Smith and his Chandler, which got second place on time in the Hill Climb.

## THE WINNER.



Mr. C. D. Lambert driving His Excellency's Crossley, which won first place both on time and formula.

## PETTED MOTOR CARS.

## Coddled Chassis and Coachwork.

Car coddling is the opposite extreme of car abuse, says a writer in the *Observer*. Happily, neither practice is exploited by the majority of motorists. Yet both are prevalent. While much is written concerning the abuse of motor cars, the other side of the case is seldom touched on. Though it may cost the motorist as much loss of enjoyment as does abuse. Take the prevalent practice, even in standardised American cars with the more ambitious body schemes, of having special coverings of hol-

Such a machine is used in the condition in which it ought to be laid by, not enjoyed. Generally the notion is that, by this method of hiding effectively the decorative schemes on which appreciation with the design of the car. He ble sums of money have been spent, presently it will be possible to sell these carriages at second-hand to better advantage than if such and such an angle; therefore the first purchaser had himself for which he paid. It seems almost a poor use to make of capital. De-precia- tion there must be, and pro- work. Such a man ought never fit there cannot be under to buy a motor car made by any any such head. Therefore, builder from Rolls-Royce to Ford, who lay out the money in such a fashion, since that type of investment does not give himself the opportunity to enjoy the article would cost thousands of pounds for which he has paid? Often to produce, and when he had the means by which these made it, his alarm would be great upholstery coverings are at- tached obtrude themselves dis- agreeably on the notice even- tions and would scarcely travel at when the upholstery proper is revealed by taking off the outer- speed, so overloaded would the engine be.

Motorists who proceed in this fashion put themselves in much the same case as the miser with whom none feels sympathy. Not so the amateur enthusiast who flatters himself he acts always on the principle of the stitch in time, and who, therefore, is always applying stitches before a microscope would enable the normally-minded man to discover any need for one. I wonder if this class of motorist ever realises the number of people he prevents becoming car owners. Ob- serving his over-conscientious methods, they come to the conclusion that if you are to travel in safety and with reliability without destroying your vehicle, you must work on it for an hour for every afternoon's touring you enjoy. Therefore they will have none of it: small wonder! Of course, there is no need for any such thing. It is merely that your fussy motorist has the usual effect of a bad example, being, indeed, only less harmful than the motorist who abuses his mechanism. Once a fussy motorist, always a fussy motorist.

WORDS OF WARNING. Of course, the ideal is to do nothing to the car until it is required, and to leave nothing that is needed undone. Unfortunately, occasionally, one still comes across cases of new cars being sent out in a condition in which they ought never to have been delivered from the works or from the agents. But these cases do not constitute one in ten. Further, one very quickly discovers what is really the matter and that, generally, before any harm can be done. A really fussy motorist, however, is not so much concerned with these odd cases as he is with discovering what is wrong

## POETIC ADVTS.

"One more 'unfortunate weary of breath, with his car up tired to death. Think of him tenderly, regard him with awe, but pity his ignorance in not using 'Jack Straw'." The above advertisement of motor oil appears in a provincial paper. Will the poetic advertisement outdo the artistic? Examples follow.

1. Cars to the right of him. Nothing was left of him. There at the cross-roads someone had blundered. He'd have been happy as Mr. Micawber, had he been fitted with Bink's Shock-absorber.

2. I am Here At The Gate Alone. With my car of speed imposed on the interior upholstery and power. I am waiting for even when that is of something so durable as Bedford cord. During nine-tenths of their service, the owners of such vehicles do not enjoy the artistic upholstery schemes which, in many cases, cost considerable sums of money. Instead, they travel up and down the country in closed cars, the interiors of which have, apparently, been in the packer's hands.

3. Recently Overhauled 12-seater. Certain starter. Suit a family man or light and general carter. Has stood the test of time. Tyres rubber-cord. All that it wants is a permanent home. Owner going abroad.

Mr. A. A. Rumjahn, who came in second on the Hill Climb, being only four seconds behind Mr. Baker's time.

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Mr. A. A. Rumjahn, who came in second on the Hill Climb, being only four seconds behind Mr. Baker's time.

## MR. CAR OWNER!

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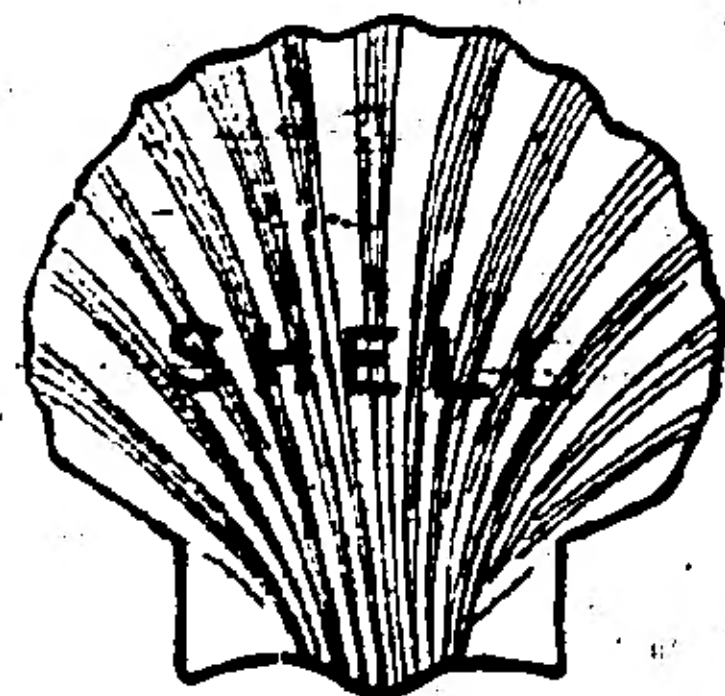
EXPERTS IN PLATING.

## HONGKONG MOTOR TRIALS

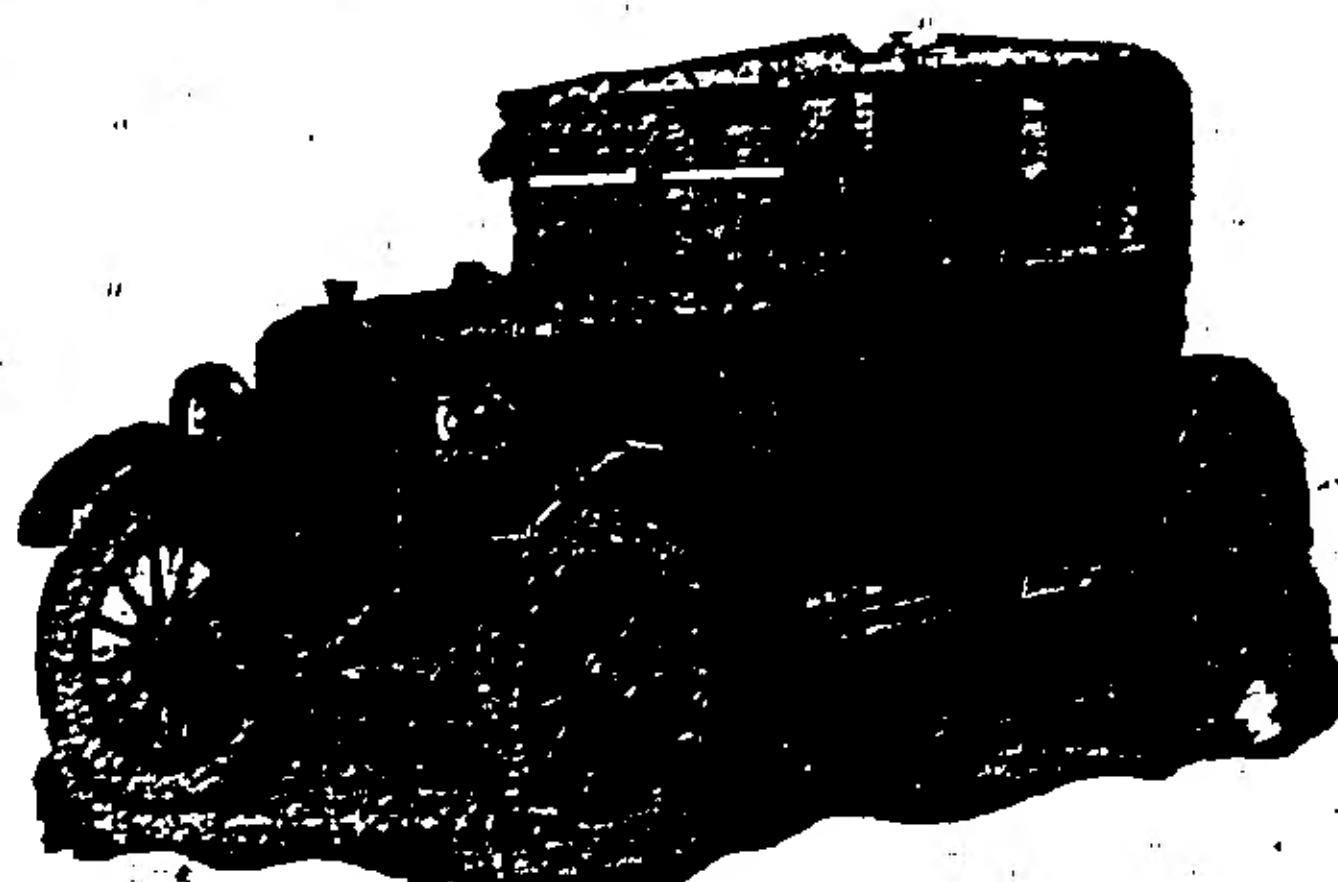
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By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

Prompt shipment on all other models.

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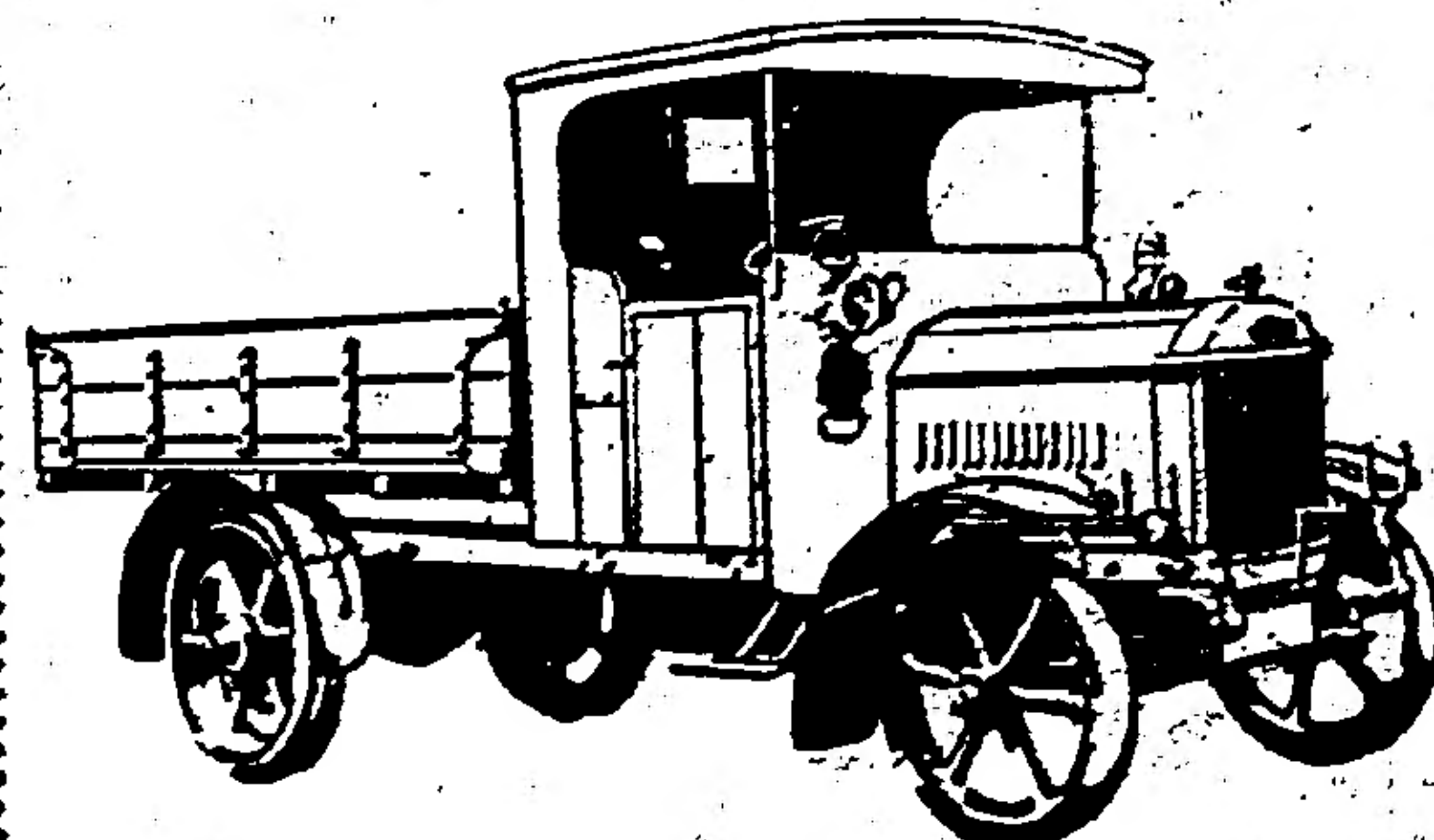
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Dennis  
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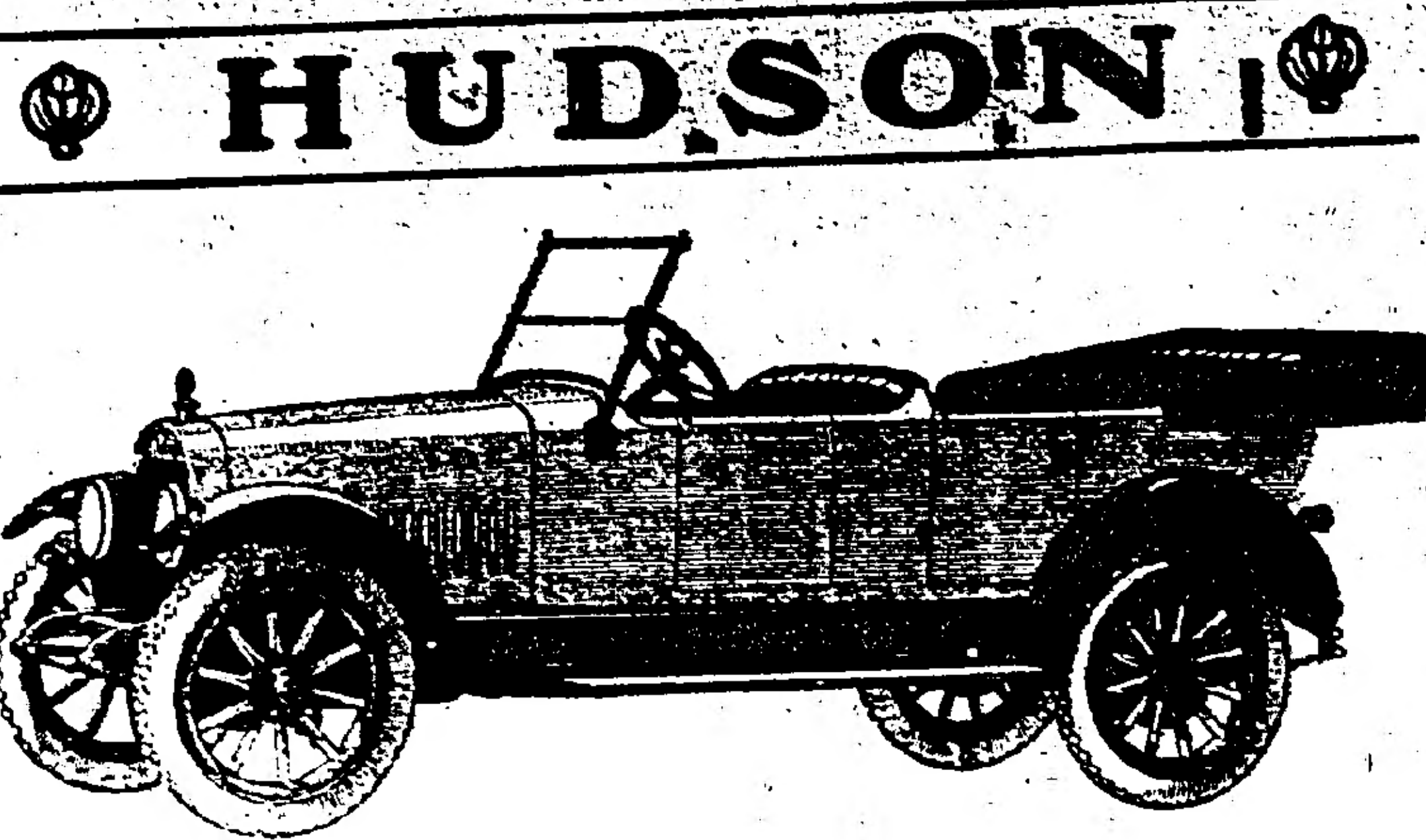
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The reliability of the Super-Six chassis is famous. Controls are simple. It requires little care to keep in top condition.

With endurance and performance proofs that have never been equalled, it gives a price saving of hundreds of dollars over cars of comparable quality.



Hudson Also Builds the

**ESSEX**

4—Passenger Phaeton \$3,900.

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Latest Models on view at our Sales and Service Station.

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### LOSS OF FUEL

"Scrutator" Answers a Query.

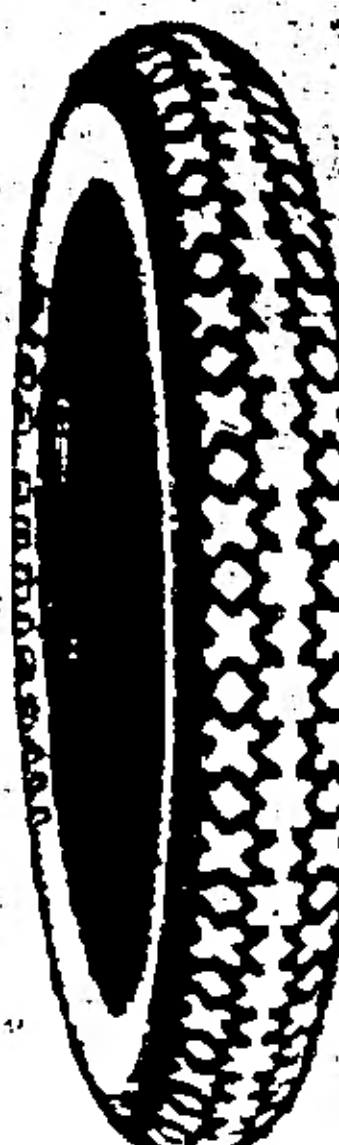
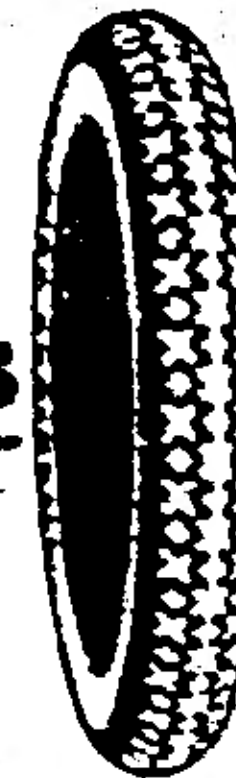
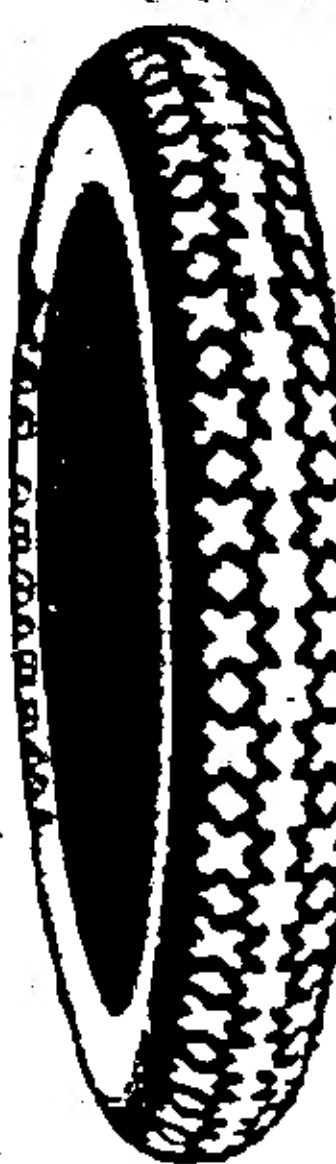
D. O. writes: Sometimes, when driving along, especially when descending hills, I notice a strong smell of unburned gasoline, but when I look for a leak I find none. The carburettor seems to be tight and the piping shows no leakage. Where does this smell come from and does it indicate much loss of fuel?

Answer: A little gasoline sometimes escapes through the air-vent of the vacuum tank, if this is set rather low and the rear tank is nearly full. When the car is descending a steep hill, the level of the gasoline in the main tank may be higher than the top of the vacuum tank and, if the air vent is not through a tube which extends somewhat above the tank top, gasoline will run out through it, as the tank will fill, by gravity and independent of manifold suction. Slipping one end of a rubber tube over the air-vent and locating its other end as high as possible within the hood space, should prevent fuel escape. Sometimes, if there is no air vent in the main tank and gas pressure develops above the liquid, gasoline will be forced into the vacuum tank until the latter overflows. If the main tank is properly vented and the vacuum tank air vent suitably arranged, loss of fuel from overflow is very slight.

"Scrutator" is prepared to answer questions on motoring matters.

# Firestone

Another set of Firestones Sold Means Another Satisfied Motorist.



Most Miles Per Dollar

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### NOTICE TO ADVERTISERS.

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APPROACHING A BEND

Mr. V. Walker, who took the second prize for fastest time in the Combination Class, on his Harley Davidson.

### HOW ACCIDENTS HAPPEN.

Some Precautions for Car Drivers.

Large numbers of "motor" accidents are not really caused by motor vehicles—they are only the instruments. But there are, none the less, far too many real motor accidents.

I have been analysing the details of several recently reported, says Capt. E. de Normanville in the *Daily Chronicle*. And from studying the more common causes we should be able to appreciate the circumstances which need particular care.

First and foremost comes the ever-present danger of the cross-road. No words can too strongly emphasise the need for taking real care at all cross-roads.

And the driver of the car which is coming from the less important of the two roads should be prepared to shoulder almost the full measure of caution. Eventually this obvious piece of common sense will be made law. In the meantime, do it voluntarily. You will never find a really expert driver who does not.

A FATAL DRIVING ERROR. You can probably guess the next most fruitful source of motor accident—a car overtaking another vehicle on a bend or corner, and suddenly encountering something coming the other way.

If you stop to think it out, such driving is only fit for an inmate of an asylum—and he's not supposed to be driving a car! How on earth any driver can start to pass another vehicle without being able to see enough clear road ahead passes understanding.

Yet it is the second most fruitful source of accident. Remember that such driving exhibits a total absence of driving skill, and if indulged in, is bound to cause an accident sooner or later. Never in any circumstances what-so-ever pass another vehicle until you can actually see sufficient clear road ahead to complete the manoeuvre.

And remember this. You must always allow a good margin extra, because if another car comes in the opposite way it quickly reduces the previous clear road to an obstructed road.

### USE BOTH BRAKES.

Other causes of motor accidents are in much smaller percentages. I will deal with some of the chief. One is astonished to find brake failures responsible for several recent accidents.

Remember that a good driver never relies on one brake only. And a good driver always uses both brakes every time he is out so as to know (not think) that both are in sound working order.

It is a million to one that both brakes will not fail at precisely the same time. If, therefore, you make a habit of using both for normal needs, and see that both are kept in good working order, you will not be involved in a brake failure accident.

## NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations.

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ALEMITE LUBRICATING SYSTEM FULL-FLOATING SIDECAR SPRINGS

MOTOR CUTS VIBRATION IN HALF OLIVE GREEN COLOUR SCHEME

FIRST IN ACCELERATION AND FUEL CONSUMPTION TESTS FOR COMBINATIONS HELD IN RECENT TRIALS.

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OLDSMOBILES	5 Seaters, at \$1,800.00
STUDEBAKERS	5 Seaters, at \$1,500.00
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Write for full particulars to—

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DEMONSTRATION TRIPS ON REQUEST.

### FAR EASIER SHIFTING.

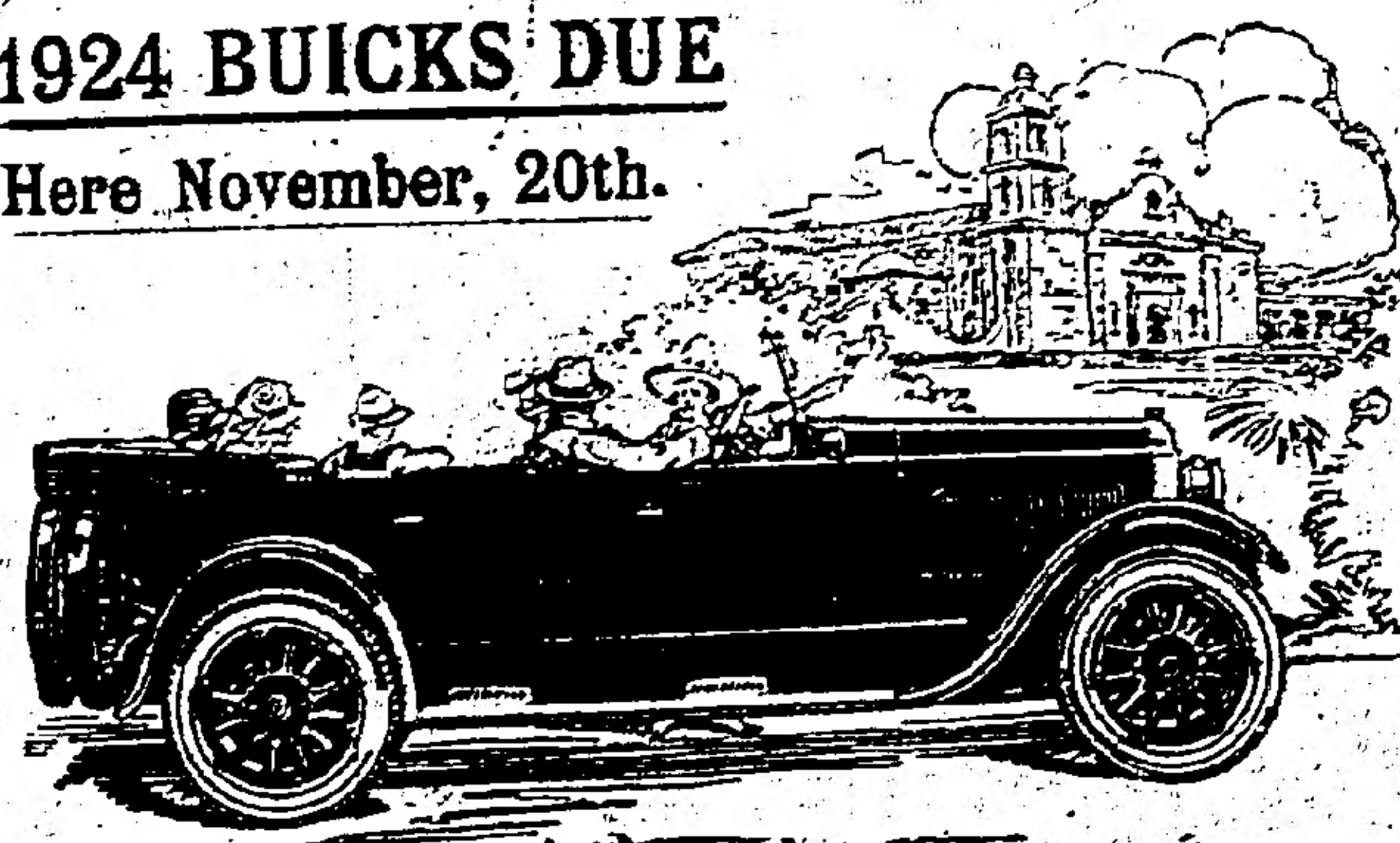
To facilitate gear shifting squirt a little oil on the clutch thrust bearing.

### THE BELGIAN GRAND PRIX.

The Belgian Grand Prix this year was won by Mr. Fred W. Dixon riding an Indian motor cycle and fitted with a Lodge Model BR4 racing plug. Mr. Dixon won with 30 mins. to spare while his fastest lap was 65.5 m.p.h. and his average speed for the complete course of 263.11 miles (20 laps) was 60.8 m.p.h. It is interesting to note that there are 90 V. or L. curves in the Belgian Grand Prix course, so that Mr. Dixon must have put up some terrific speeds on the straight to achieve such a wonderful performance.

## 1924 BUICKS DUE

Here November, 20th.



WE HAVE JUST RECEIVED A CABLE ADVISING US THAT THE U.S. "PRESIDENT MCKINLEY" IS BRINGING A SHIPMENT OF SEVEN SEATER 1924 LATEST MODEL

## BUICKS

DON'T DECIDE ON A CAR UNTIL YOU HAVE SEEN THESE

**The Hongkong & Kowloon Taxi-Cab Co., Ltd.**

32 & 35, Des Voeux Road, Central



# INTERPORT ROWING

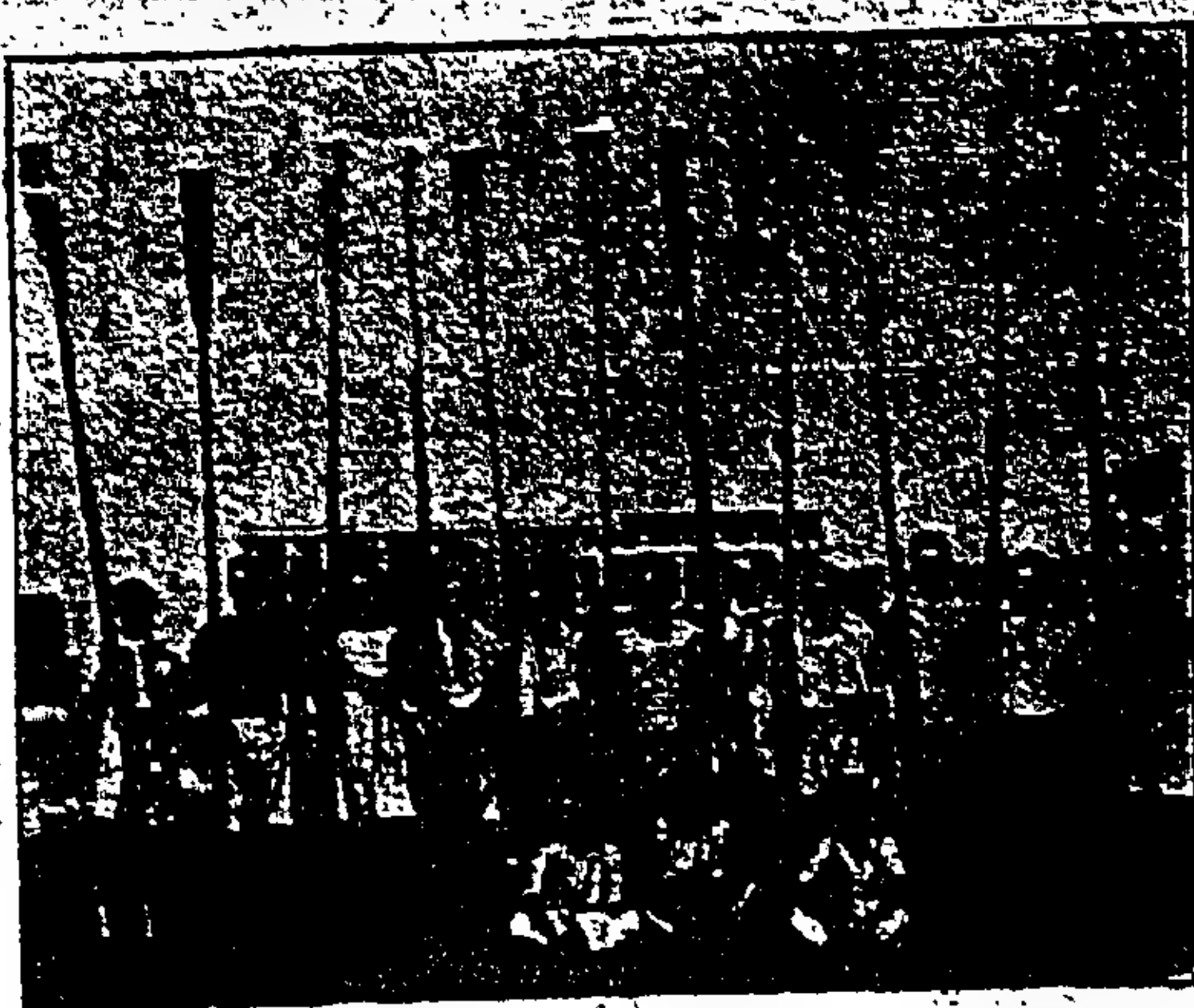


Photo: Ming Yuen.

Some of Hongkong's aspirants for Interport rowing honours. Left to right:— Standing: A. W. Groves, C. Bishop, W. Andrews, A. W. Robson, D. C. Logan, B. Rasmussen, C. Earnshaw, J. B. de H. Moore, H. Dreyer, O. S. J. Sheppard, S. Berg. Sitting:— E. C. Jordan, Dr. Minnett, Ah Mow.



Photo: Ming Yuen.

The Hongkong "eight" at work.

## JAPANESE CAPTIVES.

### INTERNATIONAL LAW DEFIED.

Peking, Oct. 11.

The Japanese captives from the Yiyang Maru have been taken from Nanchang to Kichang. The Japanese Consuls at Ichang and Chungking met the Kweichow-ite Tang Shih-mou at Laochang on the 6th and attempted to obtain the captives' release. Tang Shih-mou remained adamant and insisted on a million dollars ransom. He declared he had no intention of obeying International Law or Treaty obligation, and also stated that if the Yiyang Maru were taken down the river his troops would fire at all ships flying the Japanese flag passing his lines. Chiang Hui-pen has been sent from the Waihsiaopu to negotiate for the release of the captives and arrived at Ichang on 7th inst.—Reuter.

## SHOOTING AFFRAY.

### DUE TO FAMILY QUARREL.

At Kau U Fong, situated behind the old Fire Station, there occurred last night a shooting affray in which a man named, Lo Cheuk-wan, residing at No. 43 Wyndham Street, was seriously injured in the neck and was later removed in a critical condition to the Government Civil Hospital.

This man was accompanied by another, who appears to have been ignored by the assailant, as the shot directed at close quarters was aimed solely at the former. The victim collapsed and fell down some stone steps. Examination revealed that the bullet had passed through one side of his neck and emerged from the side of the jaw.

Two hours later, at 11.30, detectives who were searching a house in China Road for another purpose came upon the alleged assailant in company with another. These two were arrested and are being held in custody on a charge of complicity in the affray. The revolver has not been found.

Enquiries made by the police revealed that the shooting was due to a family quarrel of long-standing. Interesting developments are expected when the case comes up before the Magistrate. Meanwhile a woman, stated to be the wife of the injured man, is being detained for further enquiries which the police are pursuing into this case.

## CHANGSHA ENQUIRY FINDING.

### DUE TO UNEXPECTED CURRENT.

The Court of Enquiry, which sat at the Marine Court, yesterday, in connection with the stranding of the s.s. Changsha, delivered their finding this morning.

With regard to the question as to whether the master, (Capt. C. F. Gambrell) was justified or not in going through the Sebutu passage during hours of darkness on Aug. 19th, and without having first seen Sebutu light and verifying his position, the Court were of opinion that as the straits were 18 miles wide, and that it was a common practice for mail steamers and others to pass through the Sebutu Straits during hours of darkness and without sighting the Sebutu Light also taking into consideration that the Changsha had had good reliable sights on the 18th, that the master was not in any way guilty of careless navigation.

The Court further found that the stranding of the s.s. Changsha was due to an unexpected current, which set the ship N 65° E 17 miles in 15½ hours and stranded her on the Tj Reef. The Court considered that after the ship struck, everything possible was done by the master and officers of the ship to save the ship and her passengers' mails and stores, and they exonerated the master from all blame.

## GLASS FUNGI.

### How Church Windows Are Ruined.

More than 20 varieties of lichens attack and injure valuable stained glass windows of churches.

Attention was recently called to changes in the windows at York Minister, the value of which is put at a fabulous sum, but it has been found that stained glass has many kinds of enemies.

Dr. Ethel Mellor, in a communication to "Nature," says that stained and unstained glass is subject to the action of minute plants, but certain colours show more susceptibility than others. Purple, green, blue, red, amber and particularly amethyst glasses corrode deeply. Grey tones are less affected, and golden yellow is more or less immune.

Some lichens are so small as to be invisible to the naked eye, and Dr. Mellor says their growth can only be prevented by frequent brushing and washing, or the application of a liquid mastic.

## UNION CHURCH

### MINISTER FOR KOWLOON.

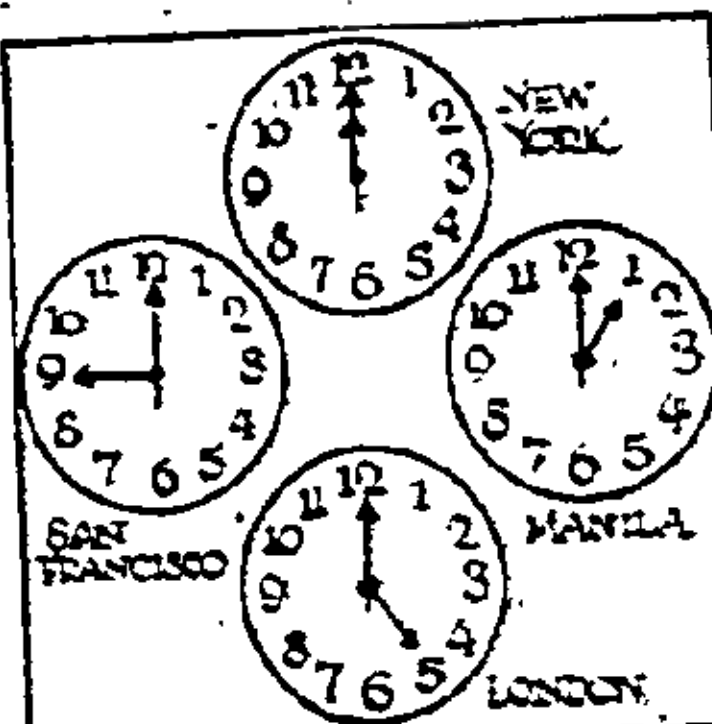
Under the heading of "The Kowloon Project," the Union Church Review says:

It is gratifying to report that our quest for a minister with a view to this work has met with more speedy success than we had ventured to hope for. Early in November we expect to welcome the Rev. J. Horace Johnston, B.A., who comes to us with the unanimous recommendation of a trusted Committee in the Home-land, including two of our own members who were in England at the time.

Mr. Johnston is a licentiate of the Presbyterian Church of England, and is familiar with the Far East to some extent, having held temporary charge both in Singapore and Kuala Lumpur. He passed through Hongkong in the summer of 1918, on which occasion he preached at Union Church and made some acquaintances amongst us. We are fortunate in having found a man of proved capacity who has also some knowledge beforehand of the conditions of the work, and it is unnecessary to bespeak for him a hearty welcome.

As to when and under what circumstances it will be possible to make an actual start in Sunday services in Kowloon it is not possible to be quite definite at the time of writing, but we trust the right course will soon be made clear.

## A PUZZLE A DAY.



The four clocks show the different times at New York, San Francisco, Manila and London. Add up the total of hours to which the clocks are pointing: 12, 9, 1 and 5 equal 27. At one o'clock New York time the clocks will register 1, 10, 2, 6, a total of 19. What is the highest total of hours that can be registered by the clocks, each one maintaining its proper time; and how will the different clocks point? Yesterday's answer: The numbers are as follows: A. 50; B. 70. If A (50) is multiplied by 2 (making 100), and B (70) is added to it, the total will be 170. If B (70) is multiplied by 2 (making 140), and A (50) added to it, the total will be 190. Thus the conditions of the problem are fulfilled.

## AUTUMN DUSK.

A sickle moon hung in a blue green sky.  
A twisted tree etching the sunset's gold.  
A twilight wind, rustling the dead leaves by.  
And sudden night, star-decked and purple-stoled.



WE shall be pleased to submit designs for any special work.

ARCHITECTS' DESIGNS CARRIED OUT IN DETAIL

FITTINGS FOR EVERY PURPOSE IN STOCK

ELECTRICAL DEPT: THE HONGKONG HOTEL COMPANY LIMITED.

MONDAY, October 29th.

Jascha Heifetz

Booking at Moorings.

## DAIRY FARM NEWS

We are pleased to announce the arrival of a shipment of Frozen Meats, etc., by the S.S. "Talyuan,"

Including:

## New Zealand Lamb and Australian Rabbits.

The Dairy Farm Ice & Cold Storage Co., Ltd.



WE SPECIALISE IN EVERY FORM OF WHOLESOME ICE-CREAM.

THE LATEST MACHINERY IS EMPLOYED TO ENSURE PERFECTION AND PURITY

ON LOK YUEN

Opposite Dragon Garage.

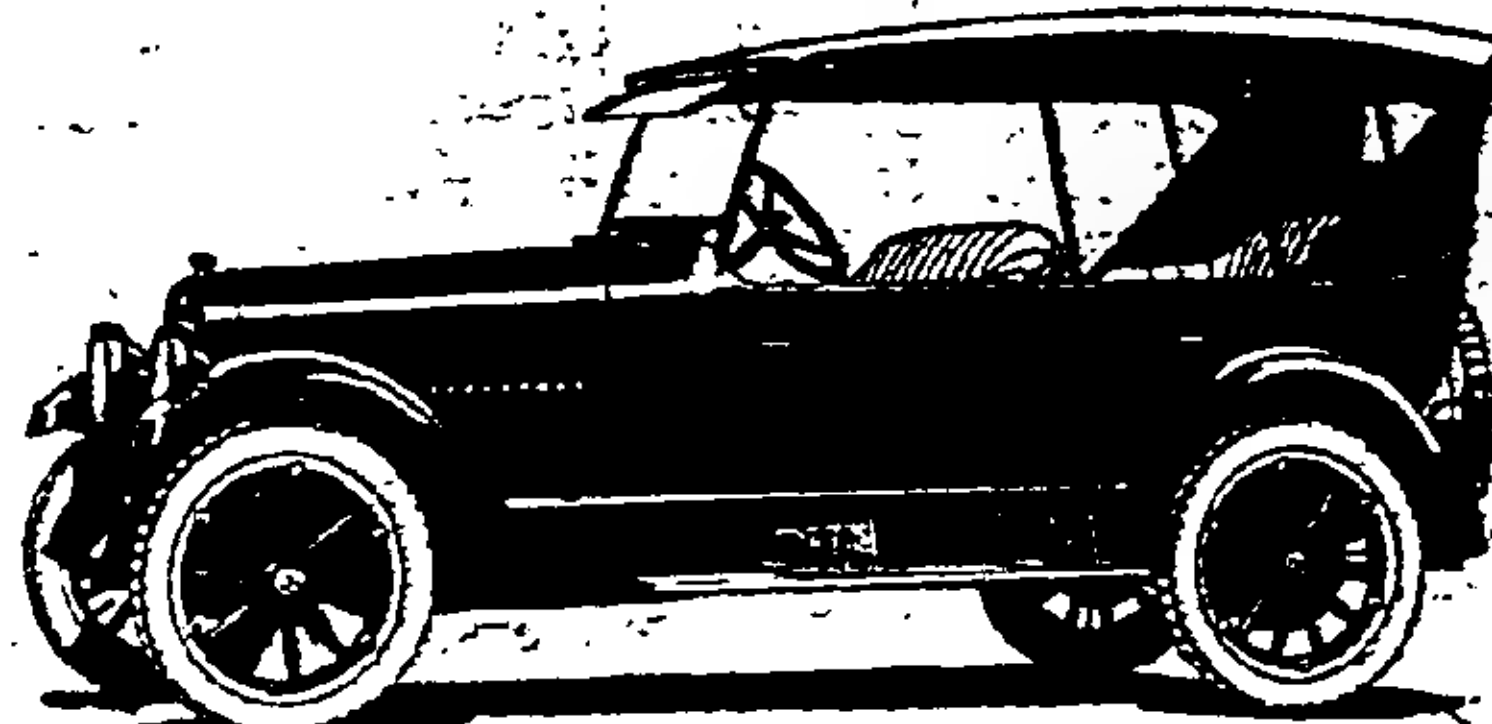
## SOCIETY OF ST. VINCENT DE PAUL

(Founded in Hongkong 1863)

60th ANNIVERSARY GRAND CHARITY DRAW In aid of the funds of the Society for the support of the Poor of Hongkong.

50 VALUABLE PRIZES,

including 1923 MODEL 5-SEATER STUDEBAKER CAR \$2,700.



"Galbransen" Piano-Player (\$950); "Nipper" (\$475); "York" Brunswick Phonograph (\$400); "Singer" Electric Sewing Machine (\$250); "Geophone" Radio Set (\$225); and 44 other prizes.

Tickets are now on sale at various clubs, etc. They may also be obtained at the Hongkong Hotel Garage.

Prizes to be drawn for on night of the "Al Fresco" Fete, 2nd December, 1923. F. H. BARNES, President. SIMON TSE YAN, Vice-President. J. P. SHERRY, Treasurer.



You can have the pick

of our wide selection of choice cigars, cigarettes, tobaccos, etc., at

The Hongkong Cigar Store, Ltd.

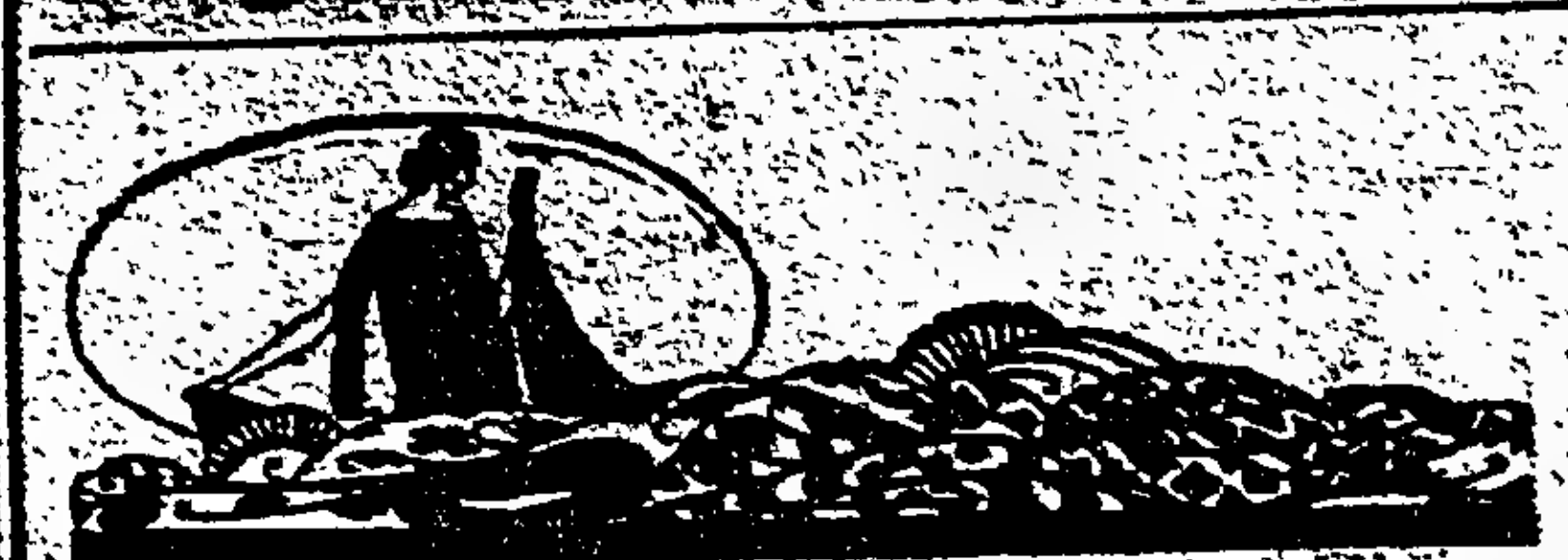
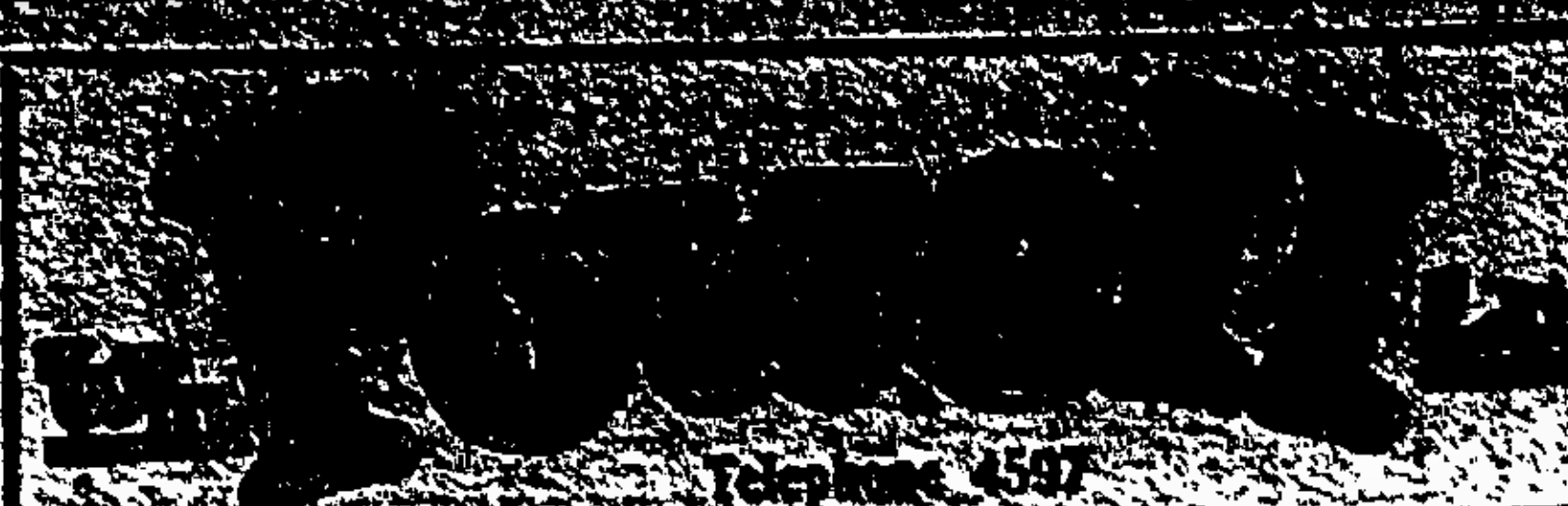
Alexandra Building.

MAN GOES BETTER THAN HORSE. George Cummings, the professional walking champion of the world, finished his London-York walk easily, beating the time of Mr. Tyrwhitt Drake's Arab horse, The Shiek, by 1 hour 20 minutes. The Shiek took 104 hours to cover the distance—approximately 200 miles—and 39 hrs 5 min. actual riding time. By his victory Cummings wins a wager of £250.

OXYGEN OF THE SEA. Late investigations indicate that the life of the sea may return more oxygen to the air than that of the land. Sea-water is found to contain sometimes as much as 77.5 per cent. of free oxygen more than can be retained, and, as its source is the plankton, or sea vegetation, extending over vast ocean areas, the aggregate amount given off must be immense.

Again the time has arrived when the lure of bathing and picnicking cannot be resisted, and quite naturally you are anxious that your party will be pleasurable to your guests. Dainty tiffins and teas are arranged at short notice, for any number of persons by

CAFE WISEMAN LANE CRAWFORD LIMITED



One of the most popular materials during the coming season will be

## CHIFFON VELVET—

as many people call it. PANNE VELVET,

There is nothing to equal chiffon velvet for richness of tone, while its quality of hanging softly and gracefully makes it an ideal material for TEA FROCKS—EVENING GOWNS—CLOAKS, etc.

## SILK DUVETYN — is another

fabric very much in vogue this year for theatre wraps, etc.—very light and soft—

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Ladies' & Gent's Tailor

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PICNICS

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BATHING PARTIES



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**SOCKS**

for particular men

No man who understands the art of dressing well—an art that is well worth study—permits himself to neglect the subject of Socks.

Socks are one of the things that matter and we recognise this by keeping a good stock.

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**SOCKS**  
in Plain Colours,  
with mending,  
plain ribbed and  
a large variety of  
fancy patterns

**Attractive New  
Autumn Frocks**

EVENING DRESSES  
AFTERNOON DRESSES  
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LONG COATS  
HATS AND COSTUMES

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you just how simple, quick and delightful it is to use LUX—to that your soft summer garments, house dresses, slippers, can be washed again and again and look always as smart as when new. For the busy mother of a family—for the school teacher, the business girl, or any "girl" for that matter, the fine, creamy, abundant, instant

**LUX**

is a wonder wash in coating soiled garments, the daintiest of linens, back to their first freshness and color.

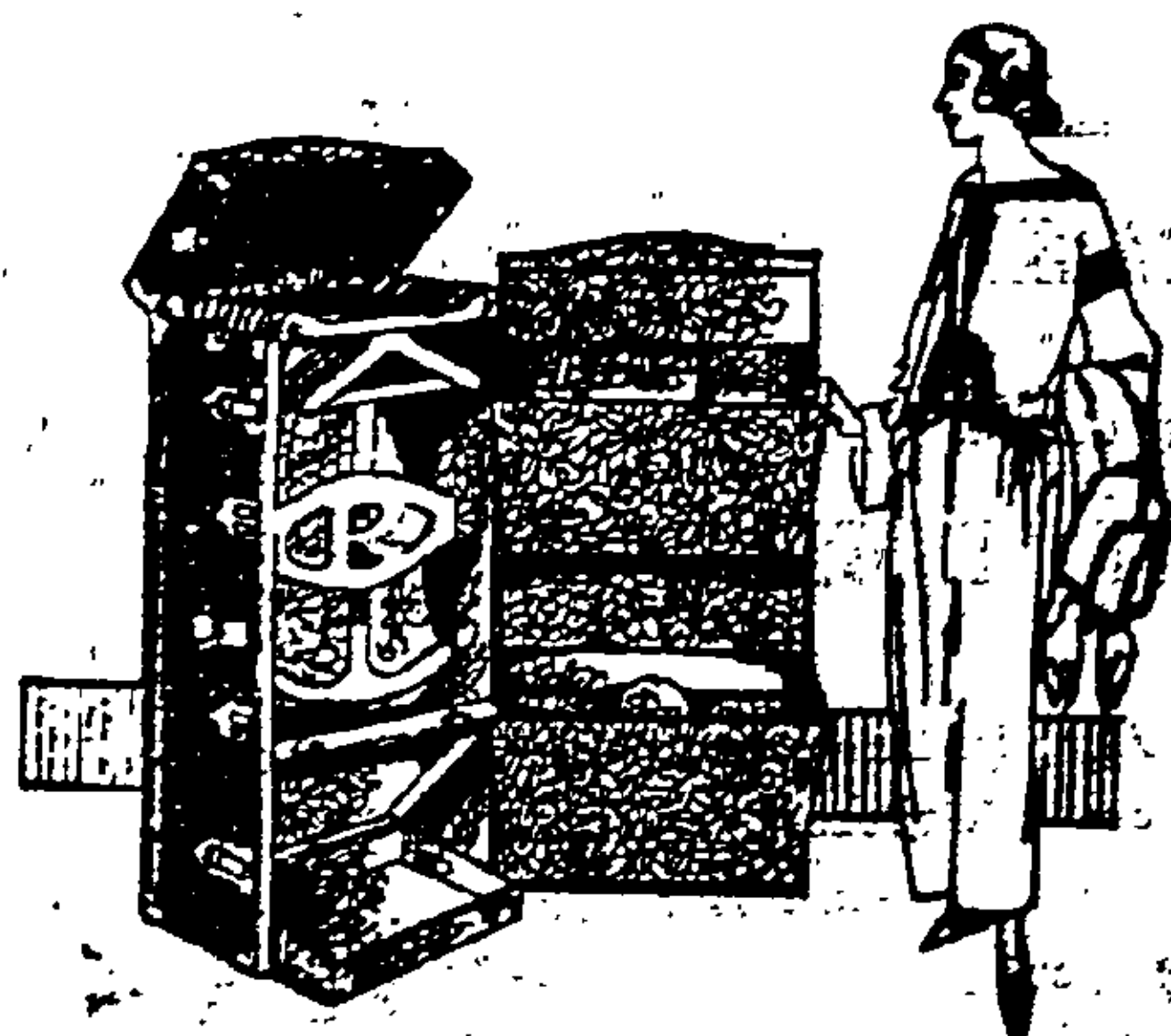
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TRUNKS**

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# CAMERA NEWS.



Group taken at the wedding of Mr. J. C. G. Fergusson and Miss E. Souter



The Rev. H. S. Bailey and his bride (Miss E. M. T. Rider).



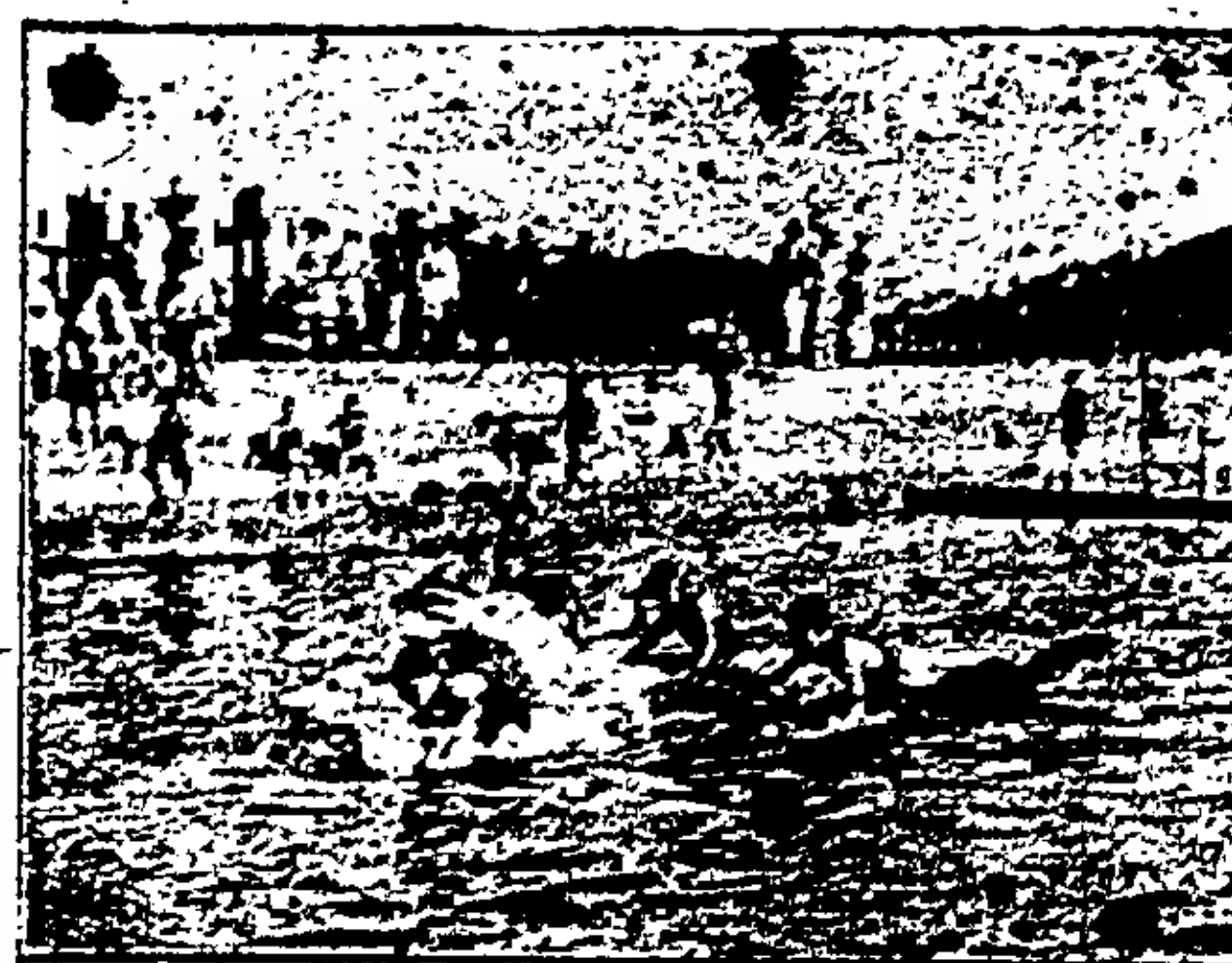
Wedding of Mr. B. N. Collison and Miss Jessie McNeill.



High dive at Kowloon Dock R. C. swimming gala.



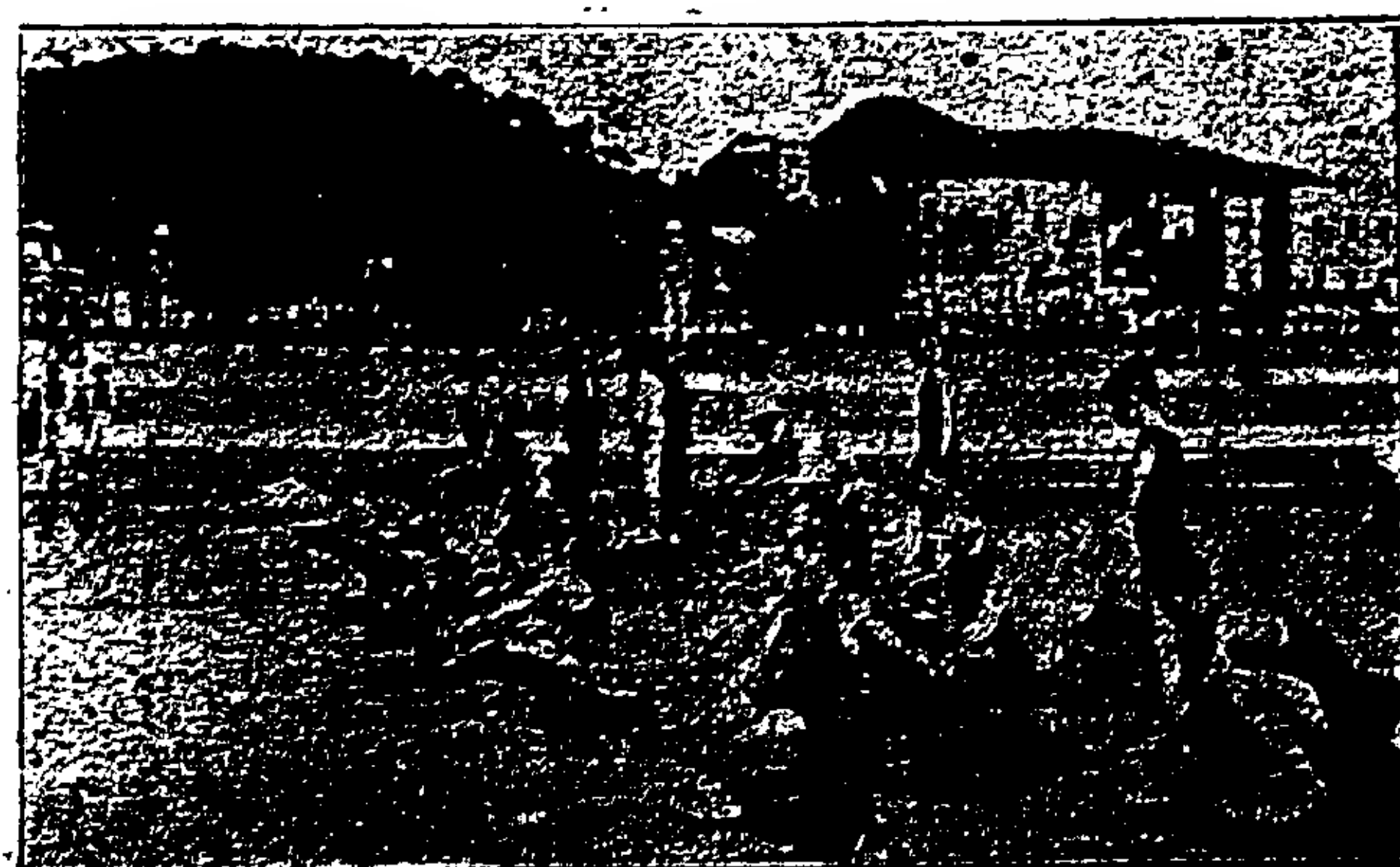
Mr. C. E. Stewart winning greasy pole event for seniors at Aberdeen.



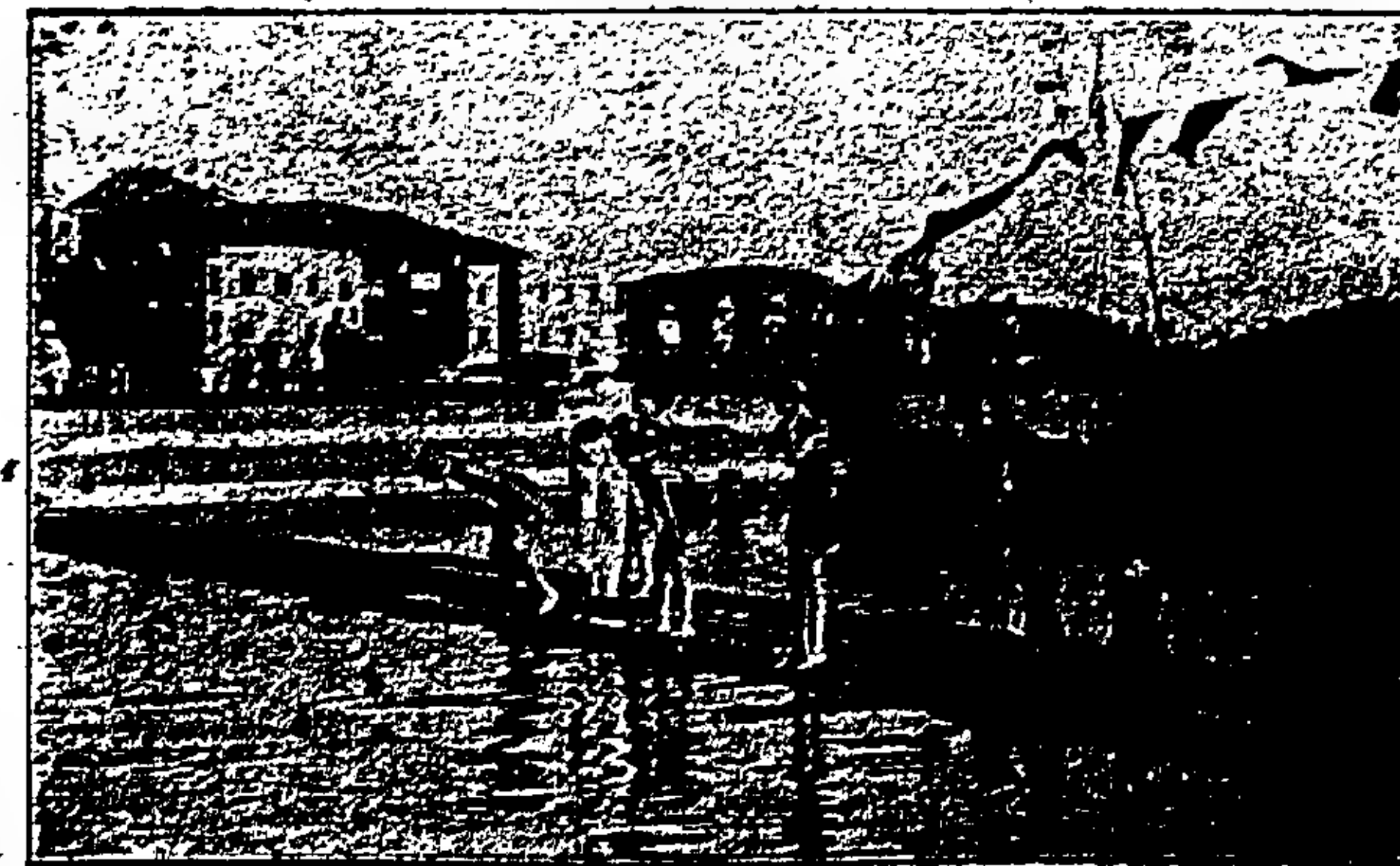
A close tussle in the Water Derby at Aberdeen.



Cockfighting at Aberdeen swimming gala.



Ready to get away in the Water Derby.



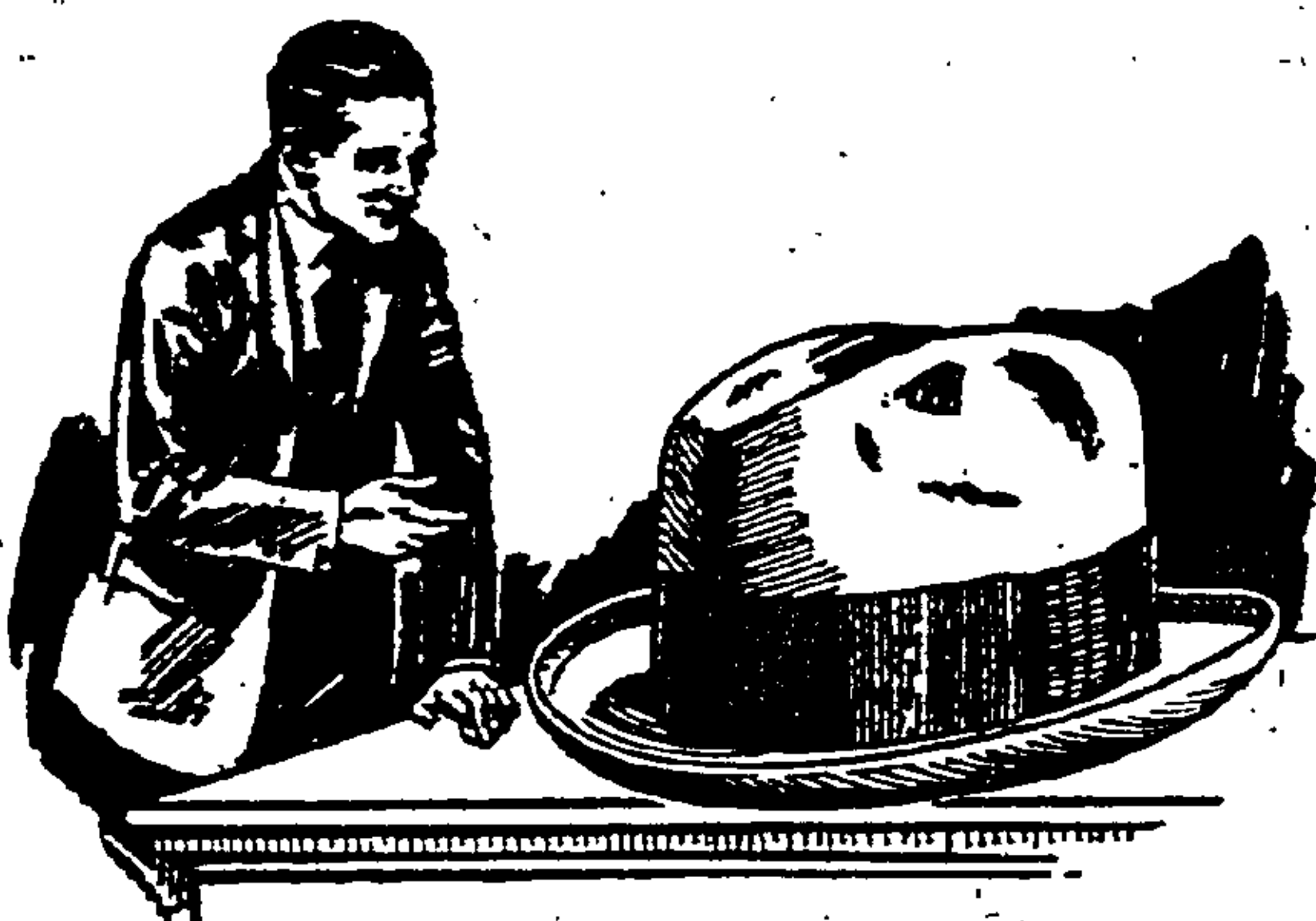
Start of ladies' swimming race at Aberdeen.

(Photos of the Swimming Gala by Mei Cheung; the remainder by Ming Yuen.)





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HONGKONG DEPOT, 16, Stanley Street Tel. C. 1279.



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**CANNOT DO BETTER** THAN SECURE  
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BY THE WORLD'S LEADING FASHION EXPERTS  
IN MEN'S CORRECT HEADWEAR.

OUR DISTINCTIVE STYLES ARE SURE TO GIVE  
ENTIRE SATISFACTION. COME AND "LOOK  
OVER" OUR FINE RANGE WHICH INCLUDE

**STETSON'S,  
BATTERSBY'S,  
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& HARDEMAN'S,**

**EXTRA QUALITY HAT'S.**

PRICES FROM \$6.50. to \$45.00.

**The SINCERE Co., Ltd.**

### RADIO NOTES AND NEWS

#### Static Disturbance from a Factory

Wireless enthusiasts of the Worthington and Whitehaven districts of Cumberland have recently suffered from the violent static process of cleaning blast furnace gas.

The continual grating which is received on any wireless set is absolutely unbearable, and when a large wireless set is used, say, four to six valves, and the loud speaker is in operation, the continuous grating which is produced by the electro-static process absolutely takes all the pleasure away from the reception of any kind of speech or music.

This is the reason why the district is sometimes termed the "Dud" district by the wireless manufacturers.

Selling wireless apparatus in the district is an absolute impossibility until something is done to eliminate the disturbance before mentioned.

Some of the wireless manufacturers' engineers have been in the district, and have tested the wave-length of the disturbance, and it comes out at somewhere near 450 or 470 metres.

Writing on this matter, a correspondent says:—You will quite understand how this interferes with wireless instruments installed in this district which have been dismantled and sent back to the manufacturers as unsuitable, whereas there was nothing wrong at all with the wireless instruments; it was simply caused by the Cottrell process at the local steel works. My suggestion is that the British Broadcasting Company are honour bound to alter their plant in the interests of the wireless enthusiasts who have purchased B.B.C. apparatus. As far as I understand it will simply mean installing a new generator having a different frequency, and a different wave-length from the Cottrell plant which is now in operation. Until this is done there are hundreds of wireless enthusiasts who are having all enthusiasm killed by the wretched grating and distortion which occurs when they are trying to obtain some interesting and instructive entertainment.

#### RECENT INVENTIONS.

**C.H.F. Muller.**—Valves. The plate closely surrounds the filament and has surfaces and spaces or perforations for heat radiation. The plate may consist of a cylinder with ribs extending towards the filament, or of parallel discs mounted on a rod and centrally apertured, or of vertical plates or of a perforated cylinder in combination with flat plates.

**British Thomson-Houston Co.**—Amplifiers. The polarising field of a valve is opposed by the field of an additional winding carrying the output current. This gives greater amplification, due to a steeper characteristic curve.

**F. E. Pernon and L. J. Rich.**—Multiplex A.C. Signalling. In systems having a number of tuned receivers in parallel with the source of the currents to be received and selective frequency suppressors arranged between the receivers, the receiver for the currents of greatest strength is

positioned nearest the point of introduction of the currents into the system.

**E. Y. Robinson.**—Valve Oscillation Generators. The output wave form is given a sine or other wave form by modifying the input voltage to compensate for distortion produced by the curvature of the characteristic curve. The input voltage may be from a separate source, or may be obtained by reactive coupling.

**L. G. Preston.**—Valve Amplifiers and Generators. The valve grid is coupled to a coil in the anode-filament supply circuit so that the directions of the voltages transferred to the grid are in phase-opposition to the plate voltage variations. The coupling may be direct or magnetic. A grid condenser and leak may be used in place of the grid battery, and H.F. grid currents may be choked by a coil inserted between the coupling coil and the grid leak.

**Automatic Telephone Manufacturing Co., Ltd.**—Loud Speakers. The magnetic system and diaphragm are relatively adjusted by a lever extending outside the casing. The lever may be mounted on the bottom of the casing containing the magnets and their exciting coils, and screwing in or out of the frame supporting the diaphragm. By accurate movement of the lever the magnets can be moved towards or away from the diaphragm. The lever may be adjustable on the bottom of the casing to give the desired range of adjustment.

**H. Saville.**—Inductances. A honeycomb or like coil is mounted in a groove in a frame so as always to be parallel to a fixed coil, and is moved by a lever having a slot engaging a pin.

Some valves after they have been in use for a time show signs of filament sagging, whilst others may sag to such an extent that the filament actually touches the grid, rendering the valve useless.

When there is a decided sag noticed in the filament, it may often be straightened or, rather, bent a little in the opposite direction by gently tapping the valve. The valve should be about half lit up by the use of a filament resistance, two pieces of wire being connected to the filament legs; the valve should then be held in the hand so that the bend is uppermost and tapped with the fingertips. After a little while you will observe the filament has bent a little, often like a letter S.

Where the filament actually makes contact with the grid, when lit up it can often be bent by the above process, only in the first stages it should only be a bright red when tapping is commenced, otherwise the filament may expand and stick to the grid.

In cases where the filament has actually adhered to the grid so firmly as even to remain so when cold, it may often be made to come away and finally used again in the set, if the above instructions are carried out carefully. The valve should be held downwards and away from the body in case the bulb should burst.

(Continued foot of next column).

### Kinks of The Links

**Question.**—Player gets away a long ball from the tee. His second shot, however, is a poor one, the ball going out of bounds. What is the proper procedure on the part of the player who has driven out of bounds and what is the penalty if any?

**Answer.**—When a player drives his ball out of bounds, he shall play his next stroke as nearly as possible at the spot from which the ball which is out of bounds was played. A penalty of one stroke is added to the score for the hole.

**Question.**—In a four-ball match Smith and Jones are partners. Smith puts, and his ball strikes that of his partner Jones, knocking Jones' ball into the cup. Is the ball counted as having been holed out on the previous stroke?

**Answer.**—The rule states that in a four-ball match a ball displaced on the putting green must be replaced.

**Question.**—Player's ball kicks and rolls into a water hazard on the near side of the hole. What is the proper procedure in such a case? Can the player lift his ball and drop on that side, or must he go back and drop on the far side?

**Answer.**—Player must drop on the far side of the hole.

**Question.**—Player tees his ball. He steps several feet back of where the ball has been teed and takes a practice swing to limber up his wrists. His club comes into contact with the ground in such a manner that it causes the ball to drop from the tee. Is that regarded as a stroke?

**Answer.**—Such an act on the part of the player, striking the ground with a practice swing, the club causing the ball to roll from the tee, is not regarded as a stroke. The player may re-tee the ball without penalty.

### HEALTHIER WOMEN.

#### Effects of Sport.

The remarkable change in the health of young women which has come about since girls took up games and outdoor recreation is referred to by Dr. J. M. Campbell, of Guy's Hospital London. Chlorosis, the anaemia of young women, was for a long time prevalent in this and other countries. The interesting fact is adduced that this disease is rapidly disappearing both from Europe and America.

The phenomenon has much more than a medical interest, for it is the opinion of Dr. J. M. Campbell that the greater amount of exercise and the more ready access to fresh air enjoyed by women to-day are largely responsible for the diminution of this malady. What used to be known as "the green sickness" in fact is yielding to rational methods of life. It is pointed out that a similar fall has been observed in Sweden, in France, in Vienna, and in America. In Sweden and Finland, the disease diminished rapidly and suddenly some time between 1892 and 1902, since when it has diminished more slowly. It has now almost disappeared. In America the change for the better took place about 1900-1902. In England it was rather later. That was the time when the first insistent demands for an outdoor life and regular exercise for school girls and even for grown women began to be made.

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**"SYNCHRONOME"**  
System of Electrical Impulse Clocks

Each clock has only a "one-wheel" movement behind it, yet this simple mechanism secures uniform and accurate time-keeping without winding up of any other mechanism.

They are served to within half a minute in six months. Let us quote you for complete installation.

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**NESTLE'S THICK CREAM**

Puts the—  
**FINISHING TOUCH**  
to  
**Puddings & Stewed Fruit.**

It makes  
**Delicious Ice cream**  
and  
**Sauces.**

Three sizes of tins are sold:  
11 oz. 5 1/2 oz. 4 oz.

Ask the Nestle & Anglo-Swiss Condensed Milk Company.  
11, Queen's Road Central,  
to send you a copy of the "Cream Confections"—a recipe book giving directions for making 77 tempting dishes.

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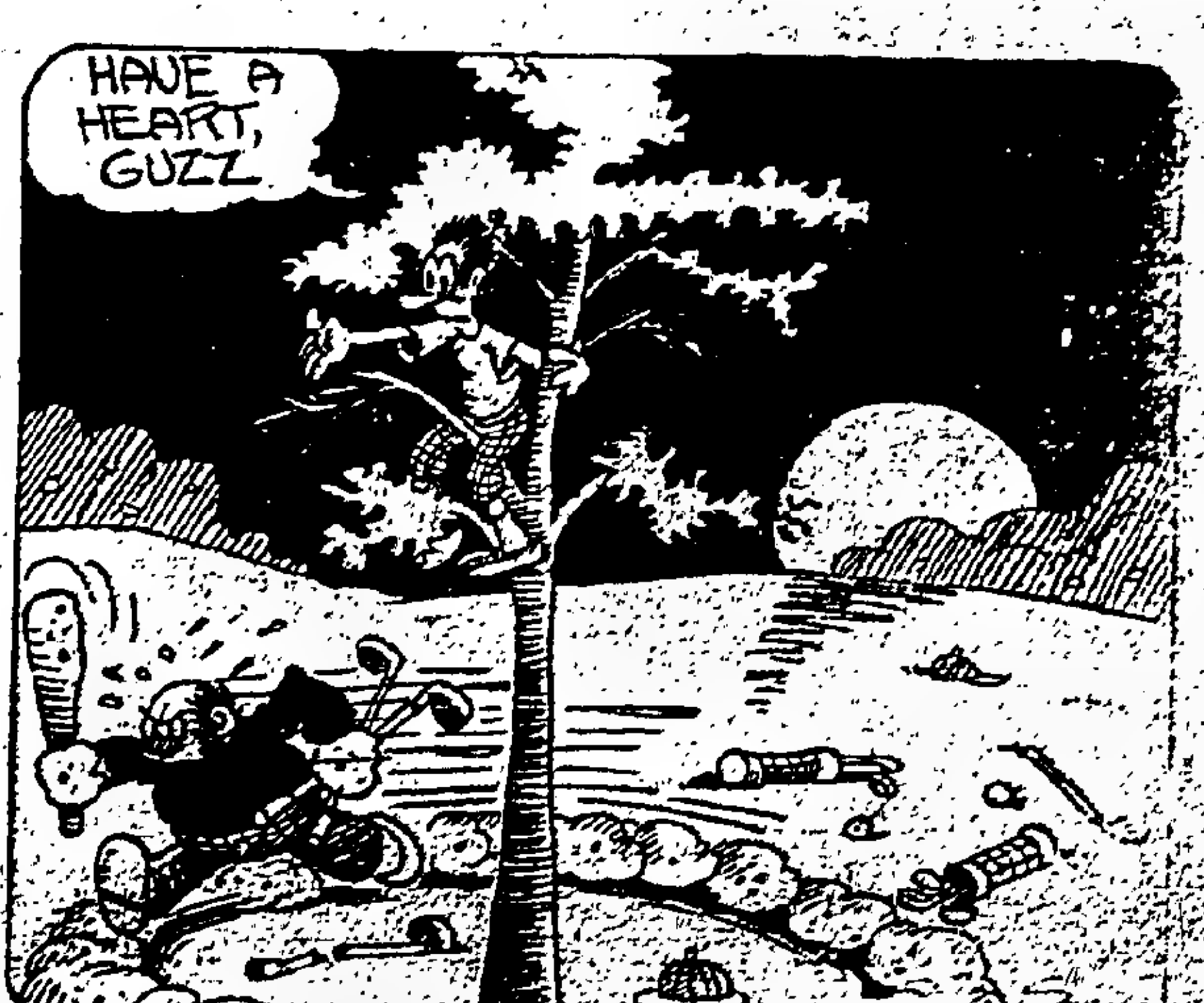
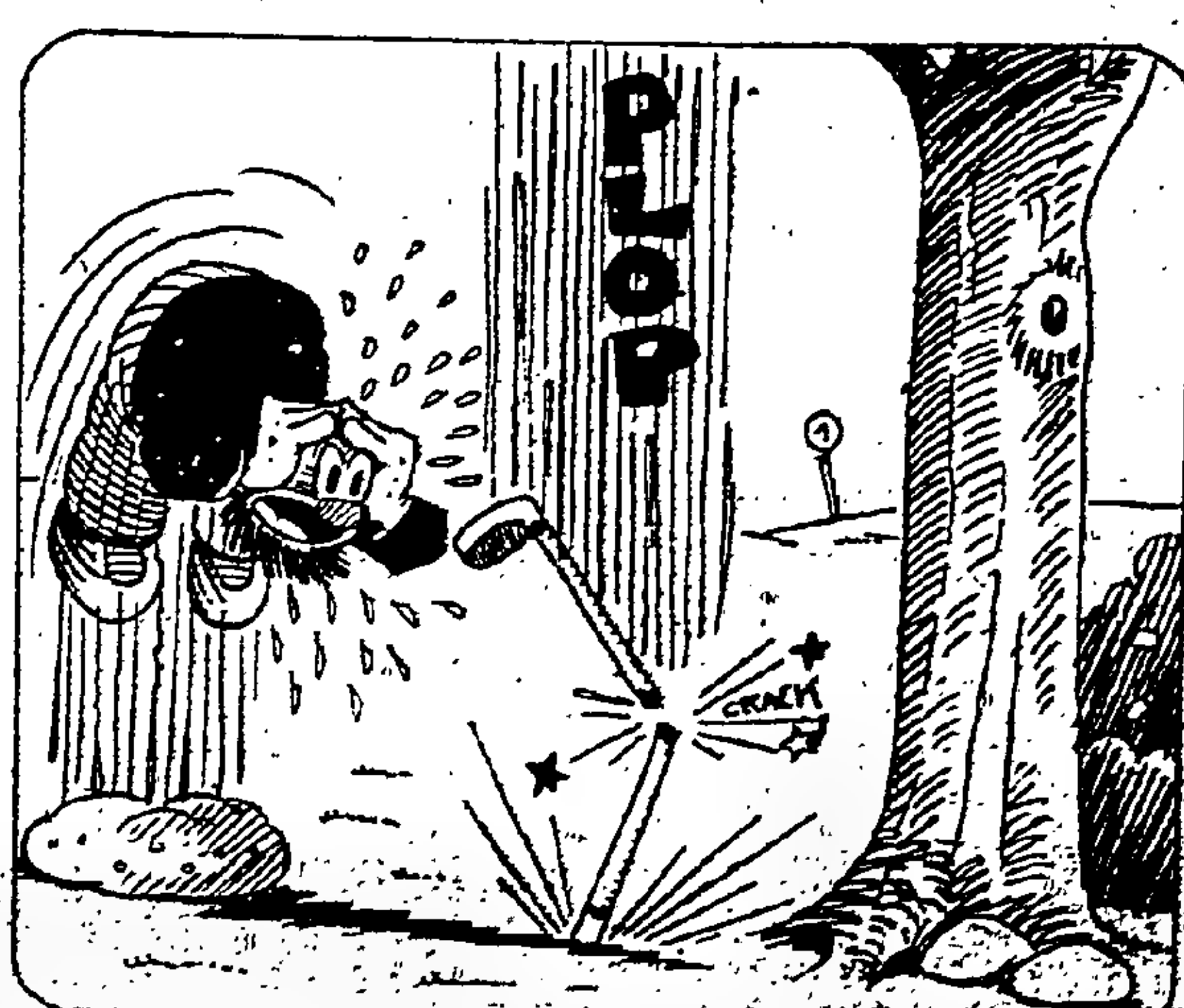
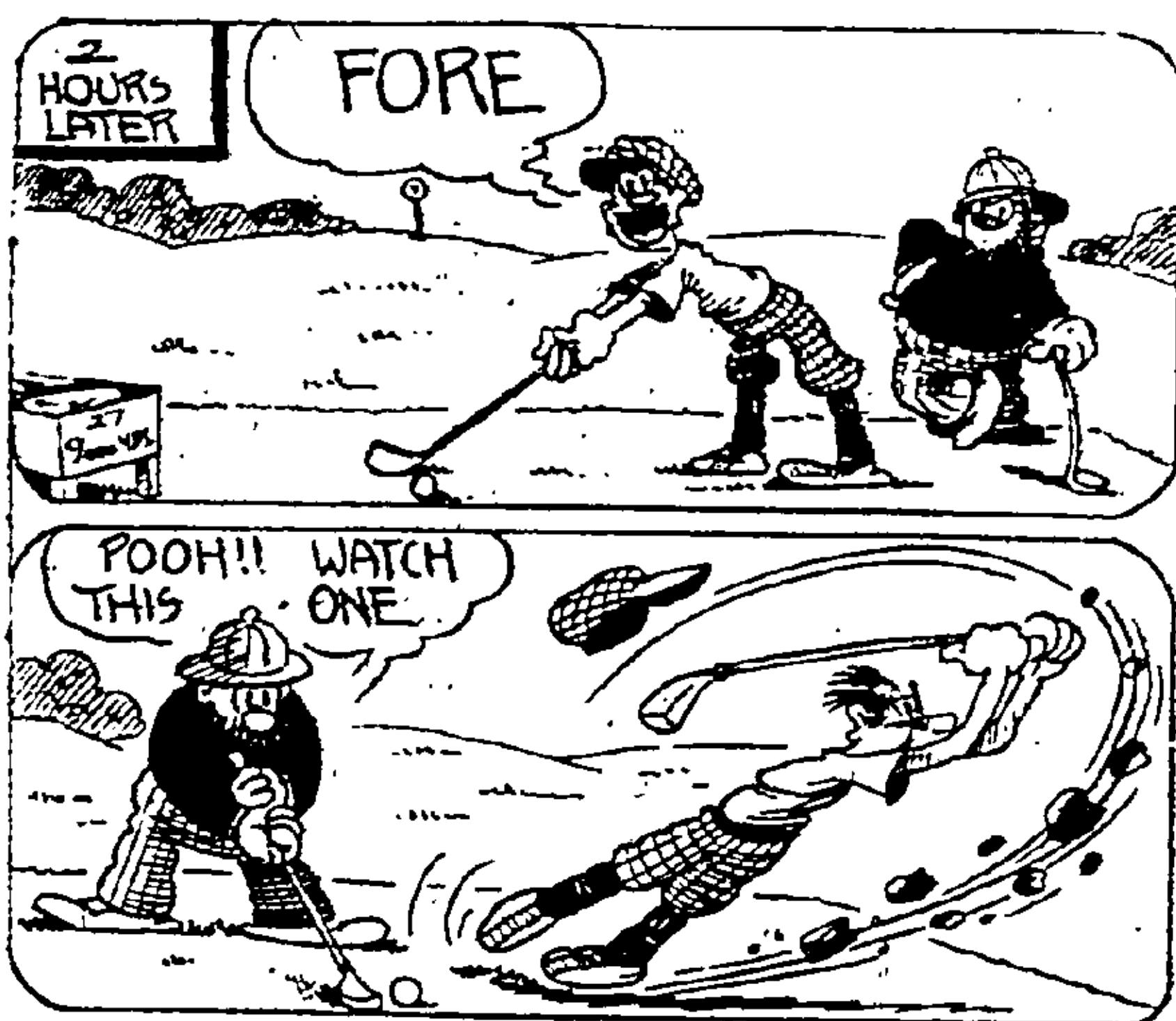
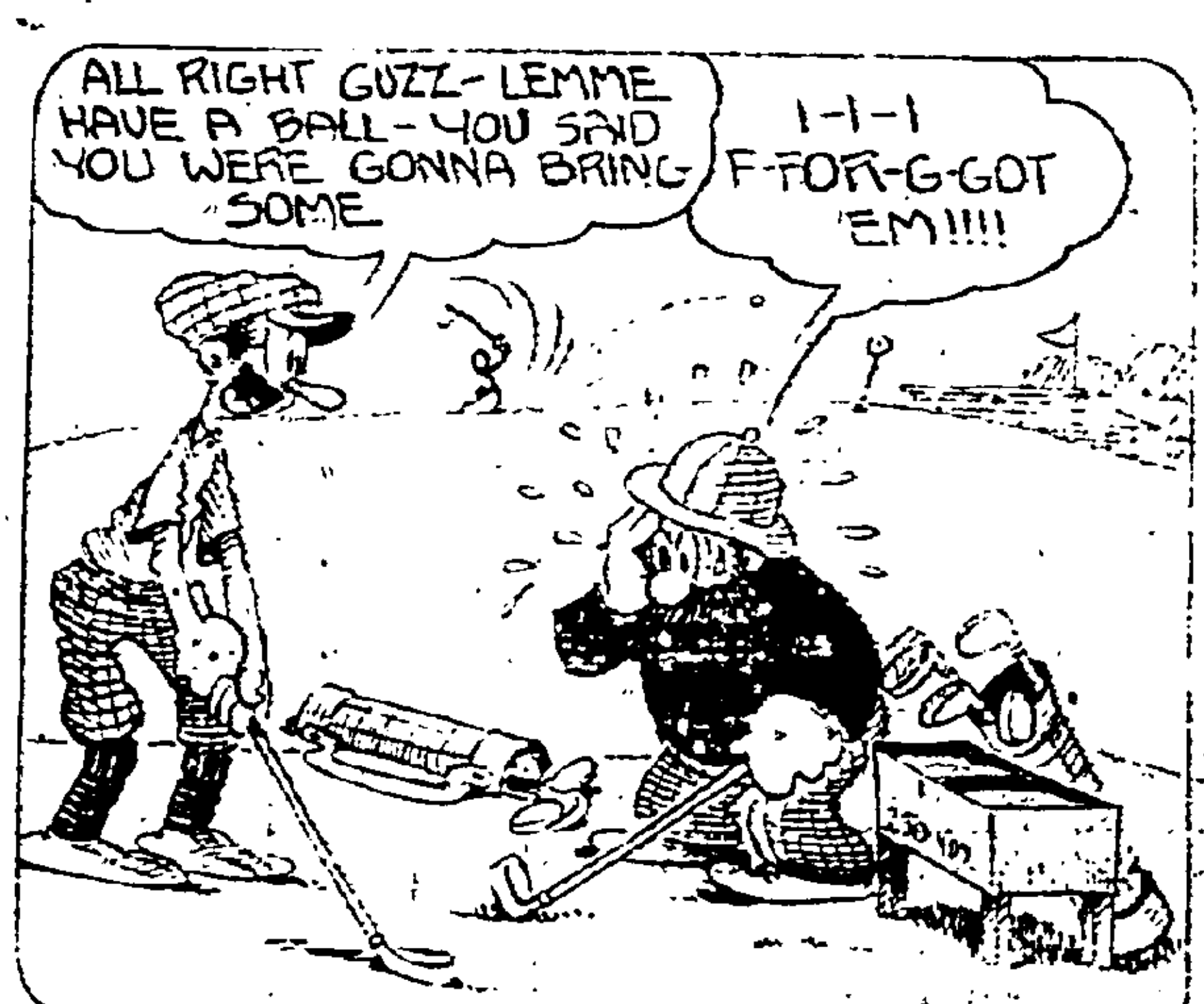
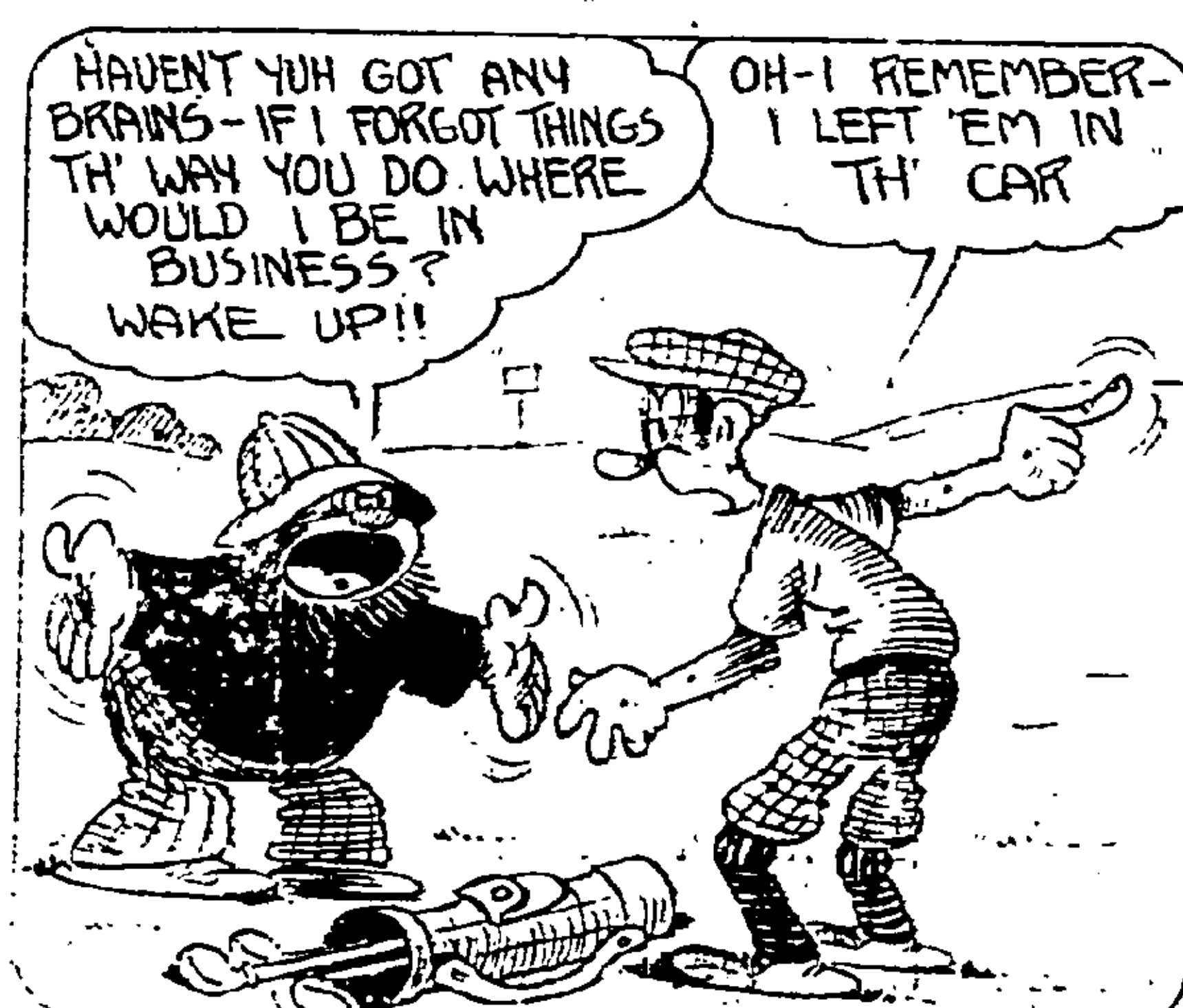
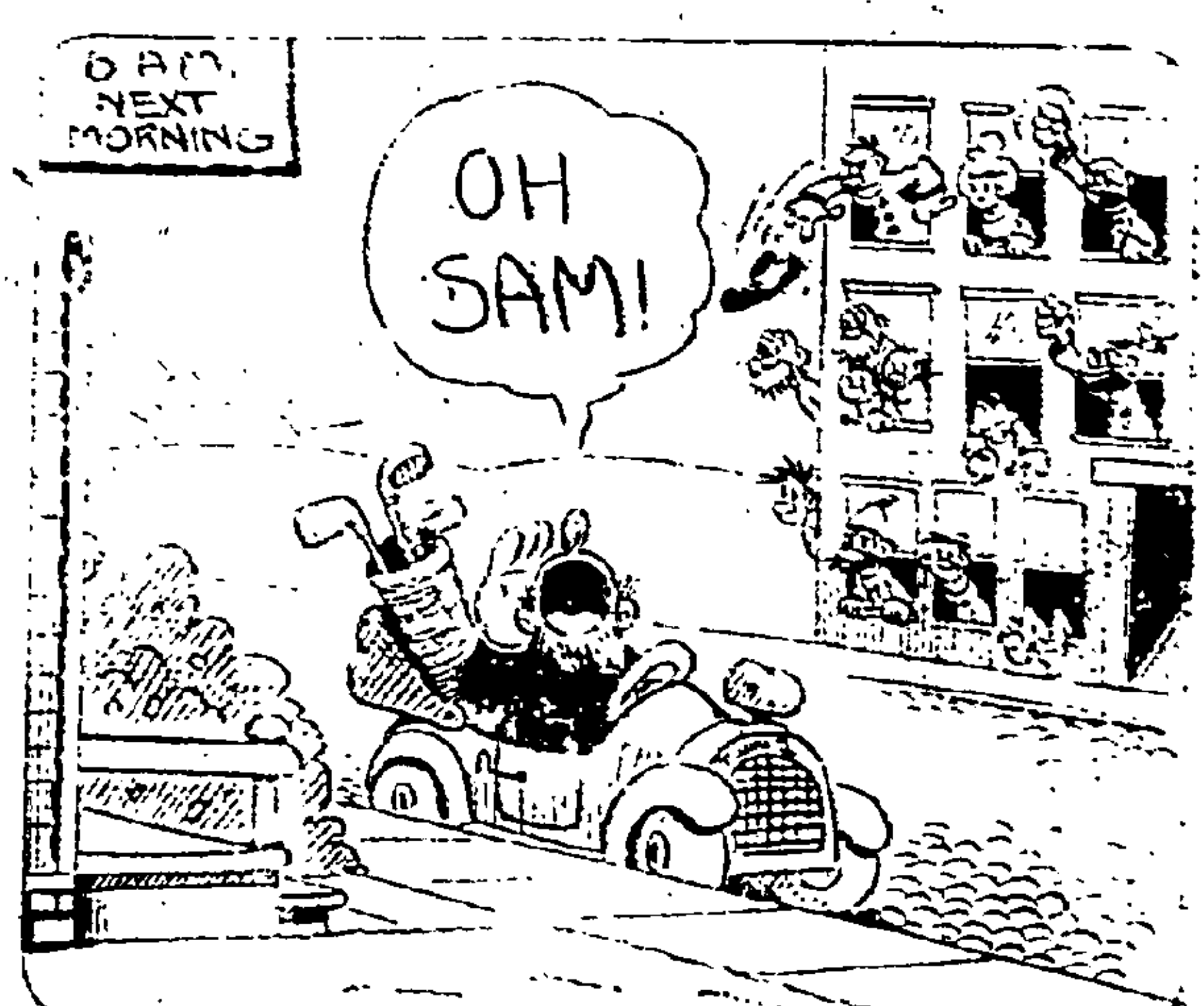
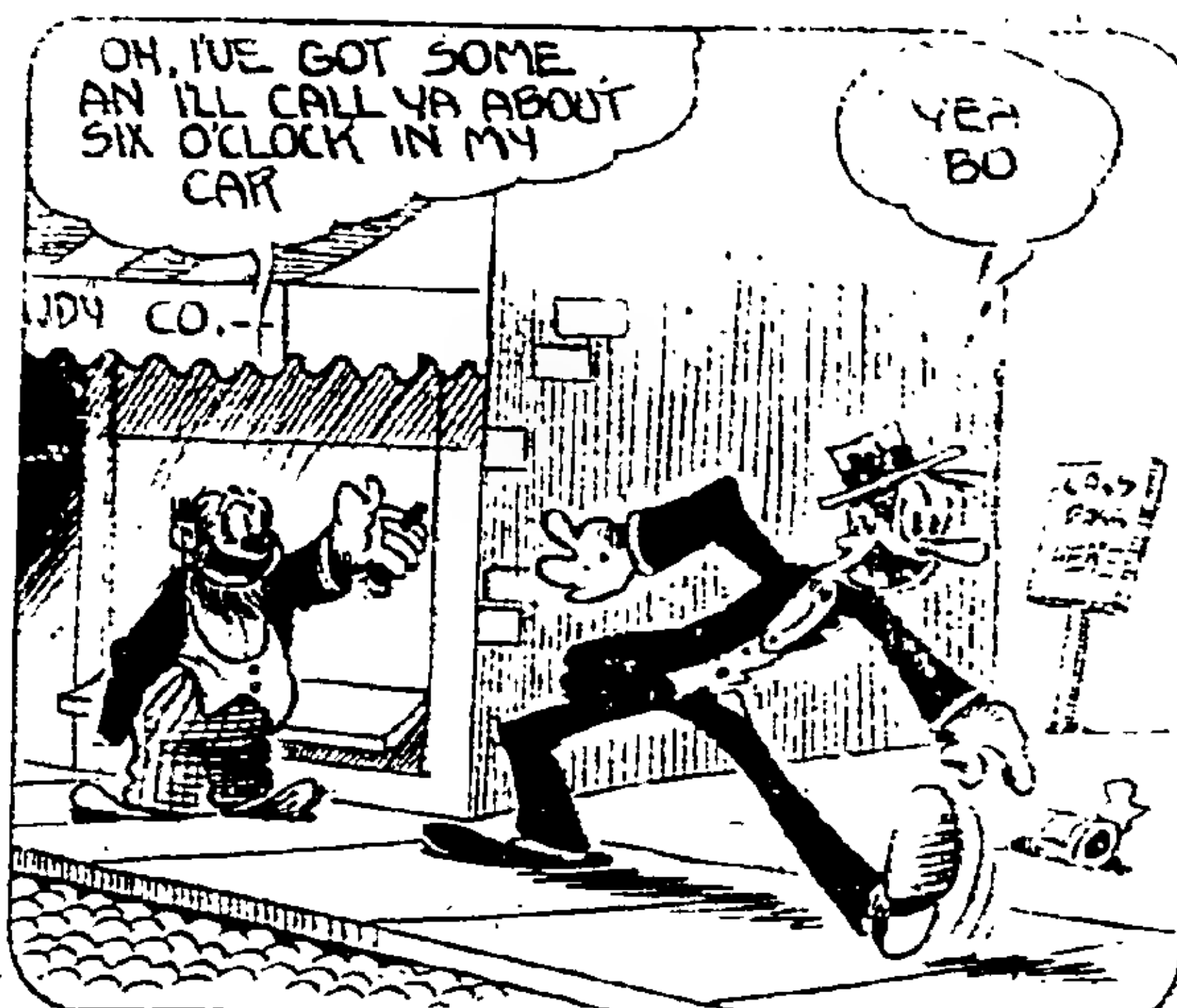
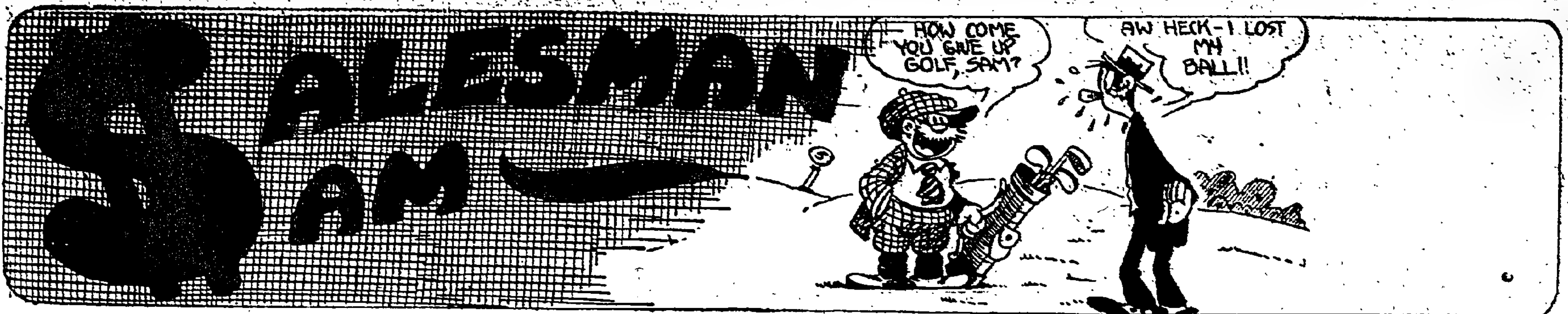
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11, Queen's Building, Tel. Central 224

**MAST CONSTRUCTION.**  
At the meeting of the Tottenham Wireless Society held recently, Mr. A. G. W. Cole lectured on "Mast Construction."  
The lecturer explained the many details of a mast he had constructed from a 50 ft. length of 3 in. by 2 in. joined by an 18 in. bolted, tongue joint to a 20 ft. length of 2 in. by 2 in. The whole was "barred" and sunk in a "tabernacle" buried in concrete.  
The mast stays in two sets were of ex-government cable and secured ten feet distant from the mast base.  
The total cost was 9s. 6d. and the mast was strong enough to support a man climbing it.  
**A USEFUL TIP.**  
Glass, if carefully drilled and always well dusted and moisture free, makes quite a good substitute for asbestos, and has the additional advantage that all the wiring can be seen, and any loose connection can be found out, and replaced, without the necessity of having the set suddenly disconnected. Even through an opening panel is made, a wire back for the antenna can never be damaged.

**THE HUMAN ZOO**

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HONGKONG TO ENGLAND.

Via Shanghai, Nagasaki, Kobe, Vancouver, Montreal &amp; Quebec.

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Hongkong Vancouver		Canada	England
E. of Asia	Oct. 25	Nov. 12	Nov. 21
E. of Canada	Nov. 17	Dec. 3	Dec. 20
E. of Russia	Nov. 29	Dec. 17	Dec. 27
E. of Australia	Dec. 21	Jan. 9	Jan. 16
E. of Asia	Jan. 10	Jan. 28	Feb. 15
E. of Russia	Feb. 7	Feb. 25	Mar. 7
E. of Australia	Feb. 22	Mar. 12	Mar. 19
E. of Asia	Mar. 13	Mar. 31	Apr. 11

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg. Allotment of cabins on Atlantic Steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotel at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG OFFICE:

Passengers Department Tel. 732 Cables GACANPAC.  
Freight and Express Tel. 42 Cables NAUTILUS.

## T. K. K.



THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE  
\$120 - \$112-110

HONGKONG TO SAN FRANCISCO	
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.	Leave Hongkong.
Steamers:	
TENYO MARU	32,000 Oct. 27
KOREA MARU	30,000 Nov. 5
SHINYO M. (Calling at Manila & Keelung)	22,000 Nov. 16
SIBERIA MARU (Calling at Dairen)	20,000 Nov. 28

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALOA, CALLAO, MOLLEDO, ARICA & IQUIQUE. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

ANYO M.	18,000 Oct. 30	RAKUYO M.	18,500 Jan. 15
SEIYO M.	14,000 Dec. 4		

## JAPAN-HONGKONG-JAVA SERVICE

Osaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Sourabaya.  
PERSIA M. for Batavia, S'rang & S'bay. Oct. 29.

## NEW YORK LINE. (Freight Only.)

VIA JAVA AND SUEZ.

MEIYO MARU (Calling at P. I.) Oct. 19  
For full information regarding passengers, freight and sailings apply to: Y. TSUTSUMI, Manager, King's Building.

Agents at Canton: Tel. Central Nos. C. 2374 & 2375.  
Messrs. T. E. GRIFFITH.

## STRUTHERS &amp; BARRY.

OPERATING U.S. GOVERNMENT SHIPS.  
EXPRESS FREIGHT SERVICE

To Los Angeles & San Francisco from Hongkong by Direct Route.	
U.S.S.B. "West Murs" Due Hongkong	25th Oct.
U.S.S.B. "West Cactus" Leaves Hongkong	26th Oct.
U.S.S.B. "West Cactus" Due Hongkong	6th Nov.
U.S.S.B. "West Cactus" Leaves Hongkong	7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Singapore.

U.S.S.B. "West Ivan" Due Hongkong	30th Oct.
U.S.S.B. "West Ivan" Leaves Hongkong	31st Oct.

To Manila and P. I. Ports.

U.S.S.B. "West Sequana" Due Hongkong	31st Oct.
U.S.S.B. "West Sequana" Leaves Hongkong	1st Nov.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED  
For Full Information apply to

STRUTHERS &amp; BARRY.

L. EVERETT, 1st Floor Queen's Building, Phone Central No. 3008.  
General Agent for Japan-China-Philippines. H. E. CASE, Actg. Res. Agent.  
Indo-China-Straits & Java.

## SERVICE TO NEW YORK.

NEW YORK and or BOSTON  
via PANAMA.

S. S. EELBECK

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.

ADMIRAL ORIENTAL LINE.

AGENTS:

4, Des Voeux Rd. C. H. K. & Bhai Bank Bldg. Ground Floor.  
Telephone Central 2477 & 2478.

## PACIFIC SHIPPING.

DOLLAR  
LINE

## SAILINGS FROM HONGKONG.

For New York, Baltimore & Boston.  
S.S. STANLEY DOLLAR 6th November.

For Boston & New York.  
S.S. S. M. DOLLAR Early December.

For Los Angeles, San Francisco & Puget Sound.  
S.S. STUART DOLLAR End of December.

For San Francisco and San Pedro.  
S.S. STUART DOLLAR End of October

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & Co. No. 14, Des Voeux Road,  
CANTON. Tel. Central 792 & 795.

COMPANIA TRASATLANTICA DE BARCELONA  
(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,  
BARCELONA & OTHER SPANISH PORTS.

LEGASPI 1st Nov. C. LOPEZ Y LOPEZ 19th Dec  
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

LEGASPI 14th Oct. C. LOPEZ Y LOPEZ 1st Dec.  
The steamers of this Company are classed 100 All at Lloyd's

and are fitted with every modern convenience for comfort and safety  
of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply—

BOTEHO BROS.

(Tel. 1331) Alexandra Buildings, Hongkong.

NORDDEUTSCHER  
LLOYD

## FREIGHT &amp; PASSENGER SERVICE

STEAMER	DATE	DISPATCH
"PFAIZ"	21st November	Singapore, Telawan, C'bo, Suez, for Said, Genoa, Ant'p, R'dam and Hamburg.
"PFAIZ"	22nd November	Singapore, Telawan, Colombo, Port Said, Genoa, Rotterdam, Antwerp & Hamburg.

All dates subject to change without notice.

For Passage Rates and Freight—apply to:

THE ROBERT DOLLAR CO.  
No. 14, Des Voeux Road, Ground Floor.  
Tel. Central 792 & 795.



## ADMIRAL ORIENTAL LINE.

## FREIGHT AND PASSENGER

## THE NEW FAST AMERICAN

## STEAMERS TO

## SEATTLE &amp; VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON"	Oct. 15th
"PRESIDENT JEFFERSON"	Oct. 25th
"PRESIDENT GRANT"	Nov. 5th
"PRESIDENT MADISON"	Nov. 15th
"PRESIDENT McKINLEY"	Nov. 25th

## TO EUROPE

\$120 - \$112 - \$110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

"PRESIDENT JEFFERSON"	Oct. 15th
"PRESIDENT GRANT"	Oct. 25th
"PRESIDENT MADISON"	Nov. 5th

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building, Ground Floor.  
Telephone Central 2477 & 2478 No. 4, Des Voeux Road.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICE.

## LONDON SERVICE

(Direct)

ELPENOR	17th Oct. London, Rotterdam & Hamburg
ATREUS	30th Oct. London, Rotterdam & Hamburg
TEIRESIAS	6th Nov. London, Rotterdam & Hamburg
ADRASTUS	13th Nov. London, Rotterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

MEMNON	30th Oct. Genoa, M'lar, Liverpool & Glasgow
EURYPYLUS	1st Nov. M'lar, Havre, Liverpool & Glasgow
OANFA	20th Nov. Genoa, M'lar, Liverpool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)

TYNDAREUS	27th Oct. Victoria, Seattle & Vancouver
PROTESILAUS	30th Nov. Victoria, Seattle & Vancouver

## NEW YORK SERVICE

(via Suez or Panama)

ALCINOUS	25th Oct. via Suez & Boston
TEUCER	15th Nov. via Suez & Boston

## PASSENGER SERVICE

TEIRESIAS	6th Nov. for Singapore & London
SARPEDON	12th Nov. for Shanghai
SARPEDON	11th Dec. for Singapore, Marseilles & London
PATROCLUS	8th Jan. for Singapore, Marseilles & London
MENTOR	12th Feb. for Singapore & London.

For Freight and Passage Rates and all information Apply to:—

BUTTERFIELD &amp; SWIRE

(JOHN SWIRE &amp; SONS, LTD.)

AGENTS.

## BOSTON &amp; NEW YORK.

Joint Service of the

## "BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., &amp; China Mutual S.N. Co., Ltd.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(Harriman &amp; Bechtel S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. KARONGA	via Suez Canal	15th Oct.
S.S. ALCINOUS	via Suez Canal	25th Oct.
S.S. CITY OF ORAN	via Suez Canal	5th Nov.
S.S. TEUCER	via Suez Canal	15th Nov.

Steamers proceed via Canal of Panama Canal at Owners' option.  
Subject to change without notice.  
For freight and particulars apply to:

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD. HONGKONG.

(John Swire &amp; Sons, Ltd.)

HONGKONG &amp; CANTON: HOLYOAK, MASSEY &amp; Co. Ltd. CANTON



Yamashita Steamship &amp; Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.  
Coalmine Owners, General Coal Merchant.

## REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

## KEELUNG, HONGKONG &amp; HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hainan &amp; Pakhoi

S.S. "TAIKWA MARU" on or about 18th Oct.

FOR KEELUNG via Swatow &amp; Amoy

S.S. "NANYO MARU No. 1" on or about 20th Oct.

For further particulars, please apply to: S. MITARAI, AGENT.

Branch Office, No. 37, Bonham Strand, West. Tel. Central No. 135.

Top Floor, King's Building, Tel. Central No. 140.

## NOTICE.

## P. &amp; O. S. S. Co.

STEAMERS FOR  
Straits, Colombo, Australia,  
Bombay, Egypt,  
Mediterranean Ports and  
London.

Through Bills of Lading issued  
for Batavia, Persian Gulf, Con-  
tental, American and South  
African Ports.

THE Steamer "SUDAN" Capt  
E. J. Thornton, R. N. R.,  
carrying His Majesty's Mails  
will be despatched from this port  
on or about WEDNESDAY, 17th,  
October, 1923, at 4 p.m. taking  
Passengers & cargo for the above  
Ports.

Silk and Valuable Cargo for  
Italy, France and London (under  
arrangement) will be conveyed  
by this Steamer proceeding to  
Bombay and there transhipped  
to the on-carrying Steamer for  
Marseilles and London.

Parcels will be received at the  
Office until 5 p.m. the day  
before sailing. The contents and  
value of all packages are required.  
For further particulars, apply  
to:

MACKINNON, MACKENZIE

&amp; CO.

Agents.

Hongkong, 11th. Oct., 1923.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN  
LINE

From NEW YORK.

"CITY OF HANKOW,"  
having arrived. Consignees of  
Cargo by her are informed that  
all Goods are being landed at  
their risk into the hazardous  
and/or extra-hazardous Godowns  
of Holt's Wharf, whence delivery  
may be obtained.

No Claims will be admitted  
after the Goods have left the  
Godowns, and all Goods remain-  
ing undelivered after 17th. Oct.  
1923 will be subject to rent.

All Claims against the Steamer  
must be presented to the Under-  
signed on or before 24th. October  
1923, or they will not be re-  
cognized.

All broken, chafed and damag-  
ed Goods are to be left in the  
Godowns, where they will be  
examined on any Tuesdays or  
Fridays, between the hours of  
10.45 a.m. and Noon, within the  
free storage period of one week.

No Fire Insurance has been  
effected.  
Bills of Lading will be counter-  
signed by

THE BANK LINE LTD.

General Agents.

Hongkong, 11th. October, 1923.

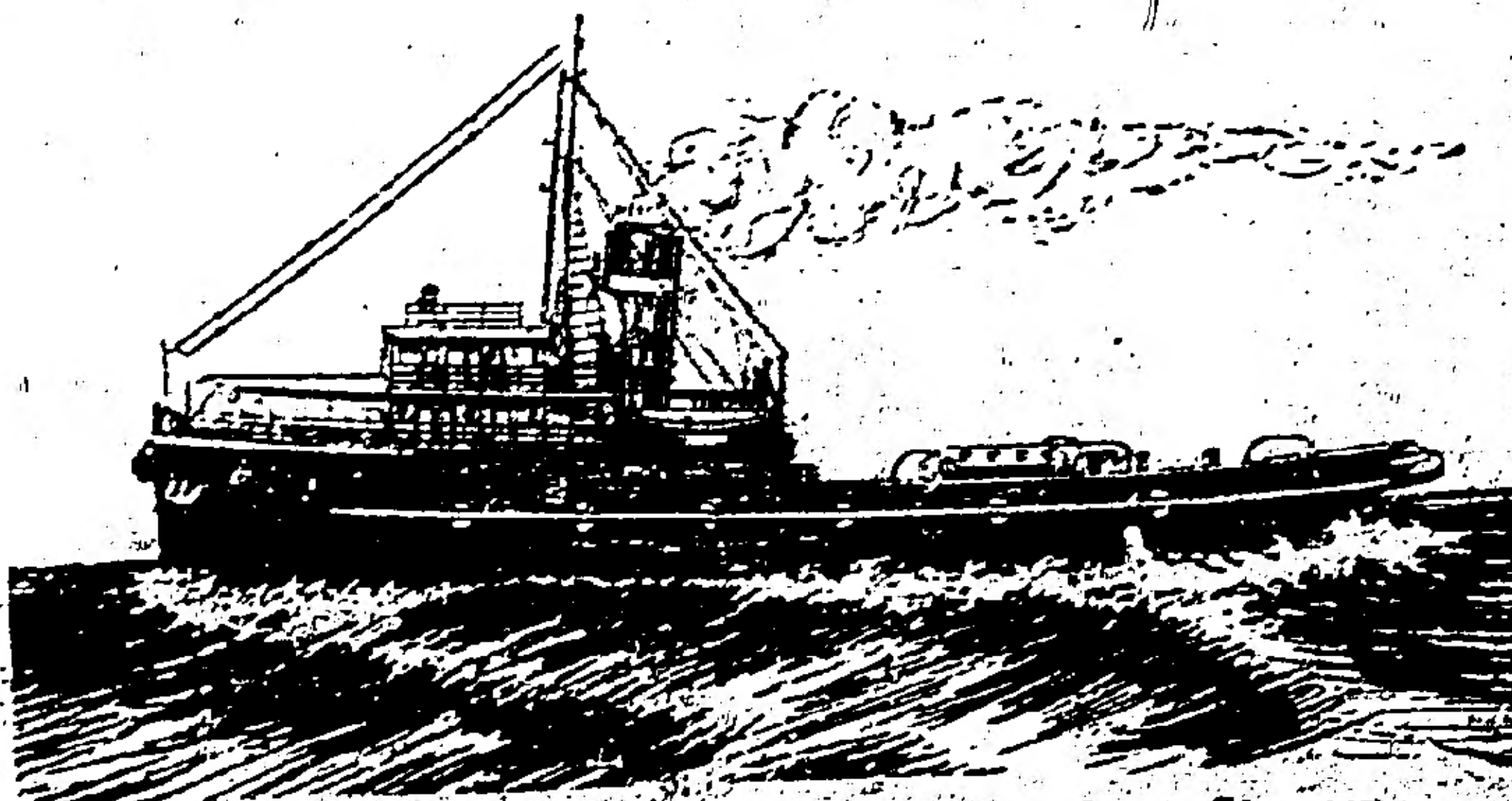
THE NEW FRENCH REMEDY.  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3  
This is a new and powerful remedy for the treatment of all forms of rheumatism, neuralgia, and other painful conditions. It is a French preparation of the highest quality, and is guaranteed to give relief in all cases.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Code Used: A1, A B C. Fifth Edition, Engineering, First and Second Edition.  
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and  
Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

## "Henry Kes-ick"

Build, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong  
for their own service, 1921. Length 165' B.P. Breadth 34' (m) D. 17' (m) I.H.P. 2,000.  
Fitted with electrically driven submersible and centrifugal pumps, air compressors, etc.  
searchlight, and all modern appliances for Salvage Work.  
Please, address enquiries to the Chief Manager.

R. M. DYER, R. Sc. M.I.N.A. Kowloon Dock, Hongkong.



## Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**  
(COMPANIES INCORPORATED IN ENGLAND)

Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.,  
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SUDAN	6,696	17 Oct. 4 p.m.	S'pore, Pang. C'bo & B'way
KARMA	9,098	19 Oct. m'night	M'les, London & Antwerp
CALEDONIA	7,622	2nd Nov. B'way	M'les, Gib. L'don, A'werp
NELORE	6,853	6th Nov.	M'les, London & Antwerp
SICILIA	6,813	14th Nov.	S'pore, Pang. C'bo & B'way
MALWA	10,941	16th Nov.	M'les, Gib. L'don & A'werp

**BRITISH INDIA-APCAR SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
TORILLA	5,205	4th Nov.	S'pore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
ST. ALBANS	4,500	3rd Nov.	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
EASTERN	4,000	1st Dec.	
ARAFURA	5,000	5th Jan.	

The Colon & Pacific Steamship Co. Ltd. (Incorporated in New Zealand, Vancouver, B.C.)  
The P. & O. Royal Mail Steamers to London via Cape Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Co. Ltd. (Incorporated in New Zealand, Auckland, N.Z.)  
The New Zealand Shipping Co. Ltd. (Incorporated in New Zealand, Auckland, N.Z.)

**SAILINGS TO SHANGHAI & JAPAN.**

S.S.	Tons	From Hongkong (about)	Destination
KALYAN	9,062	15th Oct. noon	Shanghai, Moji & Kobe
CALEDONIA	7,622	19th Oct.	Shanghai
NYANZA	7,023	23rd Oct.	Shanghai, Moji & Kobe
SICILIA	6,813	2nd Nov.	Shanghai
DEVANHA	8,092	3rd Nov.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to  
MACKINNON, MACKENZIE & Co., Agents.  
22, Des Voeux Road, Central.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENAMOY	22nd Oct.	GLENLUCE	22nd Oct. Genoa, London, A'werp, R'dam, H'burg
CARMARTHENS	31st Oct.	GLENUGLE	29th Oct. London, Rotterdam & H'burg
GLENAGARRY	1st Nov.	GLENAMOY	End of Nov. Genoa, L'don, R'dam & H'burg
GLENAPP	15th Nov.		

Movements are subject to change without notice.  
For freight or further particulars please apply to—

**JARDINE MATHESON & CO., LTD.****THE GLEN LINE, LTD.**

AGENTS Telephone Central No. 215, sub-ex. 23 and 3696.

**M MESSAGERIES MARITIMES M**

## SERVICES CONTRACTUALS

Mail Steamers	Next Sailings	Pro. arr. at Hongkong	Pro. Sailings
CORDILLERE	—	—	15th Oct.
ANGERS	—	—	30th Oct.
CHILI	—	—	13th Nov.
PORTHOS	21st Sept.	24th Oct.	27th Nov.
ANGOR	5th Oct.	7th Nov.	11th Dec.
CHAMBORD	19th Oct.	22nd Nov.	25th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.  
(including Table Wine and free Doctor's attendance)  
A Class } 1st Class £95.0.0 B. Class } 1st Class £39.0.0  
Steamers } 2nd Class £68.0.0 Steamers } 2nd Class £62.0.0

Through Tickets to London and Leading Towns of Europe.  
Accommodation reserved in the trains at Marseilles.

**LIQNE COMMERCIALES (CARGO-BOATS)**

S.S. C. P. LECOCQ loading for Manila, Alexandria, Alger, Oran, Casablanca, Havre, Antwerp & Dunkirk about 15th Oct.  
Also through Bills Lading issued to Helsinki, Reval & Riga.  
For full particulars apply to: Messageries Maritimes Co.

Telephone Central 740. 3 Queen's Building.  
CONSIGNATION. TRANSIT. REPRESENTATION.

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tjifong	Japan	11th Oct.	13th Oct.	M'sar & S'baia
Tjitaroom	Java	14th Oct.	19th Oct.	Shanghai
Tjikint	Java	18th Oct.	20th Oct.	Japan
Tjitaroom	N. China	29th Oct.	27th Oct.	Patavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the  
Java-China-Japan Lijn.

## Shipping to Europe, Australia, and other Ports.



## SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.  
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.  
Through passage rates to Europe via America G. \$405, G. \$420, G. \$440.  
KAGA MARU (Calling Keelung) Monday, 15th Oct. at 11 a.m.  
IKO MARU... Thursday, 4th Nov. at 11 a.m.  
MARSEILLES, LONDON & ANTWERP via Singapore, &c.  
HAKUSAN MARU... Monday, 22nd Oct. at 4 p.m.  
KITANO MARU... Monday, 29th Oct.  
HAMBURG via LONDON & ROTTERDAM.  
MATSUMOTO MARU... Sunday, 7th Nov.  
LIVERPOOL via MARSEILLES & VALENCIA.  
LYONS MARU... Wednesday, 31st Oct.  
SYDNEY & MELBOURNE via Manila, &c.  
YOSHINO MARU... Wednesday, 17th Oct. at 11 a.m.  
MISHIMA MARU... Friday, 2nd Nov.  
AKI MARU... Wednesday, 14th Nov.  
NEW YORK and/or BOSTON via PANAMA.  
TAKETOYO MARU... Friday, 2nd Nov.  
BUENOS AIRES via Singapore, Durban & Cape Town.  
KANAGAWA MARU (Calling Delagoa Bay) Saturday, 27th Oct.  
BOMBAY via Singapore, Penang & Colombo.  
MALACA MARU... Monday, 29th Oct.  
CALCUTTA via Singapore, Penang & Rangoon.  
MURORAN MARU... Wednesday, 17th Oct.  
NAGASAKI, KOBE & YOKOHAMA.  
TANGO MARU... Thursday, 15th Nov.  
SHANGHAI, KOBE & YOKOHAMA.  
ROZAN MARU... Sunday, 14th Oct.  
WAKASA MARU... Wednesday, 17th Oct.  
TATSUNO MARU... Thursday, 18th Oct.  
KATORI MARU... Tuesday, 23rd Oct.  
For further information apply to—  
Tel. Central Nos. 292, 293 & 2422. F. OGURI, Manager.

**DODWELL & CO., LTD.**

## NEW YORK BERTH.

FOR BOSTON &amp; NEW YORK via SUEZ.

S.S. "SURUGA" Sailing on or about 23rd Oct.  
S.S. "BOLTON CASTLE" Sailing on or about 13th Nov.

**LYDD TRIESTINO.**

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.  
VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £68.

**FOR SHANGHAI, YOKOHAMA & KOBE.**

S.S. "FUIME-L" Sailing on or about 2nd Nov.  
S.S. "DUBENA D'AOSTA" Sailing on or about 2nd Dec.

**For BRINDISI, VENICE & TRIESTE.**

via Singapore, Penang and Colombo.

S.S. "VENEZIA" Sailing on or about 2nd Nov.  
S.S. "FUIME-L" Sailing on or about 2nd Dec.  
S.S. "ROSANDRA" Sailing on or about

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.  
S.S. "UMYOTI" Sailing from Calcutta on or about 1st Dec.

From Calcutta and Colombo.

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hongkong.

\* This steamer carries freight only.  
For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone Central 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hongkong for Manila, Cebu and Australian Ports
TAIWAN	In port	

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried; Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

(JOHN SWIRE &amp; SON, LTD.)

Telephone Central No. 36. Agents.

**ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.**

## Projected Sailings from Hongkong

Subject to alteration.

Kasama 14th Oct. Havre, London, R'dam & Hamburg.  
PASSENGER SERVICE.

City	16th Oct.	Shanghai & Kobe.
City of Karachi	4th Dec.	Marseilles & London.
City of Paris	2nd Jan.	do.
City of Canterbury	21st Feb.	do.
City of York	30th Mar.	do.
City of Cairo	18th Apr.	do.

## FARES TO LONDON.

Single 1st Class A £ 92. B £ 84. 2nd Class A £ 62. B £ 56.  
Return 1st Class A £ 161. B £ 147. 2nd Class A £ 108. B £ 98.

For further particulars apply to

HOLYOAK MASSEY &amp; CO., LTD. THE BANK LINE, LTD.

JOANTON. Tel. Central 780.

## COAST SHIPPING.

**INDO CHINA STEAM NAVIGATION Co., Ltd.**

## SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.  
TIENTSIN Chipshing Sat. 13th Oct. at noon.  
Kobe & Moji Fooksang Mon. 15th Oct. at noon.  
RANGKOK via Swatow Hopsang Tues. 16th Oct. at noon.  
TTAO via S'ow & Shai Tungshing Wed. 17th Oct. at d'light.  
SHANGHAI via Swatow Yatsing Fri. 19th Oct. at d'light.  
MANILA Wingsang Fri. 19th Oct. at 3 p.m.  
HAIPHONG via Hoihow Leesang Sat. 20th Oct. at 10 a.m.  
SANDAKAN Hissang Sat. 20th Oct. at 3 p.m.  
STRAITS & Calcutta Hosang Mon. 22nd Oct. at 3 p.m.  
TTAO via S'ow & Shai Tingsang Wed. 24th Oct. at d'light.  
Kobe Kutsang Fri. 26th Oct. at noon.  
RANGKOK via Hoihow Chuansang Thurs. 1st Nov. at 9 a.m.

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.  
Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.  
Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.  
Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.  
Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers ss. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.  
Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.  
Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Hosang" will be despatched on or about Monday, 22nd Oct. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—  
JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,  
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haifong... Ellis Walker...	FRI.	12th Oct. at 1 p.m.
Haifong... W. C. Passmore...	FRI.	19th Oct. at noon.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).  
For Freight and Passage, apply to

**Douglas Lapraik & Co.,**  
General Managers.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

**S.S. VAN CLOON**

will be despatched on 17th Oct.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE to SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**  
Telephone Central No. 1574. York Building, Charter Road.

## CONSIGNEES

**ADMIRAL ORIENTAL LINE.****"PRESIDENT JACKSON"**

having arrived from Manila, on October 11th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be counter-signed.

All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on October 17th. at the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after Oct. 18th. will be subject to rent.

No Fire Insurance what ver will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.  
United States Shipping Board.  
Emergency Fleet Corporation.

Agents,  
**ADMIRAL ORIENTAL LINE.**  
4, Des Voeux Road.  
Hongkong, Oct., 11st. 1923.

## NOTICE TO CONSIGNEES.

**THE NORWEGIAN (AFRICA AND AUSTRALIA LINE.****S.S. "MESNA"**

HE above vessel having arrived from Scandinavia via Ports on the 8th. inst., consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd. whence, and or from the wharves, delivery may be obtained. Goods not cleared by the 15th. October 1923, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 13th. October 1923, at 10 a.m.

Claims against the steamer must be presented within ten days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-

signed by

THORESEN &amp; Co., Ltd.

Agents.

Hongkong, 8th. Oct., 1923.

## NOTICE TO CONSIGNEES.

**SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.****S.S. "CHILI"**

Consignees of Cargo from Marseilles &c. also cargo ex/s/s "VILLE DE METZ" from Bordeaux & Havre.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day, requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned. Goods remaining unclaimed after the 16th instant, at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 20th instant or they will not be recognized.

All damaged packages will be examined on Tuesday the 16th instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

B. RODENFUEHR

Hongkong 10th October 1923.

**ASHIA BEER**

BREWED BY

**DAI NIPPON BREWERY Co., Ltd.****TOKYO JAPAN**

Specially Brewed for Export

Sole Agents—

**Mitsui Bussan Kaisha, Ltd.**

HONGKONG



